



At Colby, Kansas, a Studebaker Six set the remarkable record of 41.44 actual miles per U.S. gallon of gasoline. The test was conducted as a feature of a tractor show held in that city. Fourteen drivers entered into the contest to see which could drive the Studebaker Six the farthest on a measured half gallon of gasoline. The winner achieved 20.72 miles on his ration, others ranged down to 10.2 miles for the half gallon. All tests were made with the same car and the radical difference in mileage—from 41 to 20 miles to the gallon—can be explained only by the variation in driving habits.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 3/16.

JUST ARRIVED

DUNLOP
1932
TENNIS BALLS

(PRESSURE PACKED)

NOW OBTAINABLE FROM ALL STORES.

No. 27,998

HONG KONG, THURSDAY, JANUARY 7, 1932.

PRICE \$3.00 Per Month.

STRANGLED TO DEATH

BRUTAL MURDER ON TAIPO ROAD QUARRY

NO APPARENT MOTIVE

POLICE MAKING FULL INVESTIGATIONS.

A brutal murder was committed last night in a stone quarry just off the Taiipo Road, the victim being a watchman who lived in a small hut in the stone quarry being worked by Messrs. Woo Shing, contractors.

It appears that one or more persons entered the matshed in which the deceased was sleeping, bound and gagged him, later strangling him with a length of rope.

The body was found at about 7 a.m. lying on its back on a Chinese bed, dressed in Chinese clothing. The hands had been tied to its sides. The top portion of the deceased's false teeth were still in the mouth, but the bottom portion had obviously been forced out during the process of gagging and were found lying on the ground.

Entrance was gained, it is thought, from the rear of the matshed, a hole having been torn in the wall near the foot of the bed. The door, when the crime was first discovered, was bolted on the inside.

Police investigations were pursued at the scene of the crime, and the body was removed to the Public Mortuary shortly before noon. No motive for the crime has been yet discovered, but it is thought that more than one person must have taken part in the murder.

BRITISH CABINET BUSY.

The Problem of Reparations.

FULL MEETING.

Rugby, Yesterday. The Cabinet Committee set up to consider the question of Reparations, in view of the forthcoming Conference of Lausanne, met to-day—the Chancellor of the Exchequer (Mr. Neville Chamberlain), the Foreign Secretary (Sir John Simon), and Viscount Snowden attending.

Sir Frederick Leith Ross, of the Treasury, who is returning to Paris on Friday to resume an exchange of views on the subject with experts of the French Ministry of Finance, was present.

The Prime Minister is returning to London to-morrow morning from Lissleworth. A full meeting of the Cabinet will be held early next week.—British Wireless Service.

CHINESE REPUBLIC'S 21ST YEAR.

JANUARY 1 A MEMORABLE DAY.

New Year's Day, inaugurating the 21st Year of the Republic, was not observed as a holiday by Government organs. Work was carried on as usual.

The day was, however, memorable for the formal installation in the office of the new President of the National Government, Mr. Lin Sen, the newly elected President of the various Yuan and the new Ministers and heads of Commissions. Mr. Lin Sen, who was elected President of the National Government, was inaugurated in the office of the President of the National Government, Mr. Lin Sen, the newly elected President of the various Yuan and the new Ministers and heads of Commissions.

MR. WINSTON CHURCHILL.

Touring the West Indies.

QUICK RECOVERY.

(Reuter's Special Service.) Nassau, Bahamas, Yesterday. Mr. Winston Churchill, who is on a tour of the West Indies is quickly recovering from his New York street accident, and is now greatly improved in health; but he has postponed his departure to New York from January 12 to January 26. He has been entertained to a banquet by the Bahamas' Legislature.

AUSTRALIA AND TARIFFS.

FIRST BUSINESS OF NEW PARLIAMENT.

(Reuter's Special Service.) Canberra, Yesterday. Tariffs will be the first business of the new Federal Parliament when it assembles on February 17, according to a Cabinet decision to-day. Premier Lyons has appointed Mr. S. M. Bruce third in precedence in the Cabinet.

DIPHTHERIA.

ONE CASE REPORTED TO-DAY.

Only one case of diphtheria, the patient being a European, was notified up to noon to-day.

For the 24 hours yesterday there was a clean sheet, and it was the first occasion since December 22, when the epidemic started, that not a single case occurred in 24 hours.

Of course, applied to local conditions, there was no important case yesterday, which of course, is not the epidemic.

MANCHURIA INQUIRY COMMISSION.

Personnel to Be Announced on Friday.

CHAIRMANSHIP?

Rugby, Yesterday. The list of five members of the Manchuria Commission will be published in Geneva on Friday. The Commission will meet in Geneva, before leaving Europe, to draw up a programme of work and establish satisfactory and rapid lines of communication with the Council of the League. Lord Lytton has accepted the appointment of British representative on the Commission. The question of the Chairmanship of the Commission will rest with the Council of the League.—British Wireless Service.

A GESTURE OF DISOBEDIENCE.

Salt Law Violated AT KARACHI.

Karachi, Yesterday. Five volunteers, headed by the local Congress dictator, made a gesture of disobedience to-day. They marched to the seashore and violated the salt laws. They were not interfered with by the Police. News of boycott policy has greatly alarmed dealers in foreign cloth here. One was even seized with a paralytic stroke and mental derangement.—The sale of foreign piece goods in Karachi has seriously declined.

Meetings Prohibited. Madras, Yesterday. All Congress, and allied organizations, in Madras city have been dissolved. Orders have been promulgated prohibiting meetings in Trichinopoly and a number of other towns.—Reuter.

MADRID PERTURBED BY RUMOURS.

Another Dictatorship for Spain?

AGGRESSIVE GUARDS.

Madrid, Yesterday. Alarmist rumours of an imminent coup d'etat and the establishment of a dictatorship under General San Jario, leader of the Civil Guard, are rife here to-night. They are the culmination of clashes between Civil Guards and strikers in several parts of the country, notably Arnedo, where six persons have been killed.

Premier Azana, denies that General San Jario is plotting a dictatorship, and strongly rebuts allegations that the Guards are acting aggressively. But public feeling against the Guards is, at present, intense, particularly in the rural areas.—Reuter.

EARLY MORNING TRAGEDY.

Sampan Capsizes in the Harbour.

MAN DROWNED.

Early this morning a sampan capsized in the harbour of Chung Street in the Western District. Two men were rescued and taken to the Police Station by Police Officer Humphreys, and taken to the Police Station by Police Officer Humphreys, and taken to the Police Station by Police Officer Humphreys.

WAR ON THE £

FRENCH BANKS' OFFENSIVE.

CITY RUMOUR NOT REGARDED AS LIKELY.

Rugby, Yesterday.

The statement, published to-day, that French banks are launching an attack on the pound sterling by withdrawing their balances, was debated in authoritative circles in the City. Ever since Great Britain went off the gold standard, however, the attitude of French banking authorities towards sterling has been friendly and helpful, and there is no indication of any likelihood of a change in this attitude.—British Wireless Service.

BECOMING COLDER.

The Royal Observatory's report issued this morning states:

The anti-cyclone has strengthened, and is now central over N.E. China.

The typhoon appears to be nearly stationary, about 200 miles N.N.E. of Yank.

Forecast:—Northwesterly winds, fresh; generally overcast, drizzle or mist, becoming cooler.

The following telegram was received to-day from the Manila Observatory by the American Consulate General:—Manila, 9.20 a.m.—Typhoon in about 189 deg. Long. E., and 13 deg. Lat. N., almost stationary.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day—nil. Total since January 1—nil against an average of 0.16 inch—deficit 0.16 inch.

Temperature. The temperature at certain specified centres this morning at 8 o'clock was:—Hong Kong 65 Macao 61 Pratas Island 70 Manila 61 Foochow 58 Amoy 61 Chefoo 29 Shanghai 29

DEATH OF FRENCH WAR MINISTER.

Champion of Ex-Service Men.

M. MAGINOT.

Paris, Yesterday. French ex-service men have lost their best champion by the death, at the age of 64 only, of the French Minister for War, M. Maginot.—Reuter.

You are busy. Yet you want to be informed of the news of the day. Then turn to the back page and glean the news. It's there conveniently summarized for you.

U.S. AND FAR EAST.

Stimson to Make a Statement ON POLICY.

Washington, Yesterday. It is indicated in highly authoritative circles, that an important statement by Mr. Stimson, on United States' policy in the Far East, may shortly be expected, following yesterday's conversation between Mr. Stimson and the British-French Ambassadors regarding further co-operation between the three countries in connection with the Manchurian question.

Mr. Stimson, however, for the present, declines to make a comment.

The official receipt of despatches by the State Department indicating that the Japanese campaign is extending beyond China toward China proper is causing concern.—Reuter's American Service.

VILLAGERS ROBBED AND ASSAULTED.

Masked Men with Arms.

SOME VIOLENCE.

Robberies occurred at two villages in the New Territories last night, according to Police reports to-day.

Cheng On (51), a farmer living at Sam Po Chung Village, stated that shortly after midnight he was awakened by someone banging on the door of his hut. Three men entered and told him that inspectors were coming to search the hut for contraband. They forced the farmer back on to his bed, and one of the robbers, brandishing a pistol, struck him on the head with the butt-end. The two others were armed with iron bars.

After remaining in the hut for half an hour, the intruders left with money and clothing to the total value of \$60.

The other report of a similar affair came from Sheung Kam Chung Village, where six men, wearing cloth masks, broke into a hut, occupied by Wong Koo (60), and two foks. The occupants of the hut were tied up, and one of the robbers, producing a dagger, held out threats. The robbers stole money and other property to the value in all of \$13.

BRITISH AIR CRAFT SUPERIORITY.

Moths For Brazilian Air Force.

OTHER COUNTRIES ORDER.

Rugby, Yesterday.

Fifteen Moth training aeroplanes, recently ordered by Brazil, will be the first British machines placed by contract in the Brazilian Army Air Service. The order was awarded, after comparison with seven competitive types of machine put forward by constructors of four nations. Wireless gear, night and blind flying instruments, bombs, electric camera, and rocket signalling apparatus are included in the equipment of these touring machines, of which the maximum speed is well over 100 miles an hour.

Similar craft have been supplied recently for army training to the Governments of Portugal, Sweden, Poland, and the Soviet Union.

RAGING GALE IN THE CHANNEL

MOTOR BARGE FOUNDERS IN THAMES ESTUARY

SAILOR DROWNED

STEAMER DRIFTING: STEAMER AGROUND: LIFEBOATS BUSY.

Southern England is being swept by a terrific gale, and shipping in the Channel is being severely buffeted. A steamer is aground in Dungeness Bay, and another, with engines disabled, is drifting off the Scilly Isles. The destroyer "Vendetta" also developed engine trouble off Southend, but was safely towed into Portsmouth.

A motor barge has foundered in the Thames Estuary, but her crew, in an exhausted condition, have been rescued. On the Medway, the destroyer "Whirlwind's" longboat capsized and a sailor was drowned. Lifeboats all along the South Coast have been kept busy answering calls of shipping in distress, and magnificent rescue work has been silently and unostentatiously done.

Rugby, Yesterday. The first of a series of storms, which, according to forecasts, are approaching from the Atlantic, swept Southern England to-day. Shipping was severely buffeted in the English Channel, and several motor barges were reported to have foundered in the Thames Estuary. The crew were in an exhausted condition. In the Medway, a longboat attached to the destroyer "Whirlwind" capsized; one seaman was drowned and five saved. Lifeboats were out in answer to calls along the South Coast, and several vessels were hoisted to. Two lifeboats are standing by the 1,500 tons Greek steamer "Alexander" aground in Dungeness Bay. The steamer "Jersey City" of 6,322 tons was reported drifting off the Scilly Isles with engines broken down. A small coaster was standing by while repairs were being effected. The destroyer "Vendetta" developed engine trouble off Southend and was towed into Portsmouth. The departure from Portsmouth of the Atlantic Fleet on its Spring Cruise was delayed until to-morrow owing to the gale.—British Wireless Service.

GOVERNMENT POLICY QUESTIONED.

Speaker Requested to Summon House.

GANDHI'S ARREST.

(Reuter's Special Service.) London, Yesterday. An urgent appeal to the Speaker to summon Parliament immediately, to consider the far-reaching problems facing the country, has been issued by a number of Left Wing Labour Members of the House of Commons, including Mr. Maxton. The appeal declares, among other things, that industry is going from bad to worse, while the arrest of Gandhi shows that Government is embarking upon a disastrous policy in India.

POLICE NOT EMPOWERED TO PROSECUTE.

Holding that he could find no authority whereby the Police were empowered to prosecute offences of eating houses, for a breach of the by-laws governing such premises, Mr. V. Schofield, in the Central Police Court, this morning, dismissed two summonses against the licensee of No. 124 York Street and 57, Stanley Street, brought by Sergeant Carrington for allowing Chinese wine to be consumed on the premises.

BUS CONDUCTOR COMMENDED.

Smart Arrest of a Bag Snatcher.

IN QUEEN'S ROAD.

(Reuter's Special Service.) "You seem to have acted very smartly and very well, and I wish to commend you," remarked Mr. Sheffield in the Central Police Court this morning to Yip Ki, a bus conductor employed by the Hong Kong Hotel Bus Company, who was solely responsible for the arrest of a bag snatcher in Queen's Road East yesterday.

The defendant, who pleaded guilty, was sentenced to six months' hard labour, with 20 strokes of the birch. It was noted of the judge, that he will undergo a further term of three months' jail.

It appears that last night a Chinese woman, accompanied by her friend, went to visit another friend at 182 Queen's Road East, second floor. Whilst ascending the stairway on the first floor, the complainant's handbag was snatched away. The thief ran down the stairs pursued by the woman, who raised an alarm. Yip Ki, the bus conductor, hearing the cries, rushed and caught the thief.

Defendant in reply to Magistrate stated he had been out of work for several months, that he stole because he was hungry and had no money.

MOTORISTS THIS IS YOUR PAGE

"WIZARD - CONTROL"

BIGGEST FEATURE OF 1932 BUICK.

Flint, Mich., Nov. 25. First intimation of what the 1932 automobile will be like came on Saturday with the introduction of the new Buicks.

Most significant innovation in this automobile is what the manufacturer calls "wizard control." This is a vacuum-operated automatic clutch, also affording a safe and positive form of free wheeling.

By slight pressure on a button beside the regular clutch pedal, and release of the accelerator, the clutch is thrown out and the car put into free wheeling. Pressure on the accelerator, even with the button still depressed, will immediately throw the clutch in. The same action will result from release of the button, even with the accelerator untouched.

So slight is the force needed to operate the "wizard control" button that the manufacturers believe many drivers, especially women, will use this instead of the heavier clutch pedal for all their driving.

Next in importance to this innovation is Buick's new appearance, tending more toward reduction of wind resistance and affording a sleeker, speedier-looking job. For this effect, the radiator has been heightened and narrowed down at the bottom, while the outer sun-visor has been replaced by a sun-shield that can be manipulated to hide the sun from in front or at the side.

The windshield, too, has a smarter slope and its lines flow forward into the horizontal lines of the body. The front fenders have a longer, fuller sweep, the headlights are streamlined and the rear of the body is finished off to give the entire car more

speed and length in appearance, besides helping reduce wind resistance.

For greater comfort, Buick has installed a "ride regulator" which regulates the shock absorbers for the different types of road encountered to make riding more easy for the passengers.

A further improvement is the vacuum pump operated windshield wiper, which keeps the wiper going no matter what the strain on the engine, since it is made to operate independently of the manifold.

Inside the appearance is enhanced considerably with comfort and at the same time driving control is made easier by setting all instruments directly in front of the driver so he can see them through an arc of the three-spoked steering wheel.

Besides these major improvements, the Buick engineers have added refinements to almost every important part of the car, to the synchro-mesh transmission, the clutch, the oil cooler, the carburetor, the fuel line, the differential, the springs and the entire body itself.

The engine is still the eight-in-line overhead valve type, but either a normal or a high compression head will be afforded the new buyer for the same price. There are advantages in either type, although the engineers point to the greater power, high speed and quicker pick-up of the high compression engine with the necessary use of the more costly anti-knock gasoline and special type spark plugs.

There will be 26 models in four series, of which eight will be entirely new. The most appealing innovation is the five-passenger coupe on the 118-inch and 114-inch wheel-bases.

FIRMS ACQUIRED.

Rolls-Royce and Willlys As Buyers.

It was officially announced on November 21 that the assets of the Bentley Motor Company have been taken over from the British Equitable Central Trust, Limited, by Rolls-Royce, Limited.

The latter company have under consideration the formation of a subsidiary company to deal with this matter. The Board have not yet decided the future policy of the company, but it is intended to continue service and repairs for the benefit of Bentley owners.

Sir William Lettis, chairman of Willlys Overland Crossley, Limited, Manchester, states that they have purchased from A. J. Stevens and Co. (1914), Ltd., Wolverhampton, all the goodwill and stock-in-trade of their motor-car business, and have taken over the car known as the A.J.S. The sale includes all the jigs and tools which will allow the company to continue immediately at Manchester the manufacture of this car.

THE \$89 CAR.

The \$89 car has arrived. Official details of Coventry's "mystery car," the Rover Scarab, were disclosed just before the opening of the Motor Show. It has a full four-seater body. The engine is an overhead valve twin, with a rating of 6.97 h.p. It is situated behind the rear axle, and is air-cooled with forced draught, a system which has proved satisfactory at all temperatures.

137 CARS.

Big D.

One of the largest deliveries of automobiles ever made to a municipality at one time was made on October 27 when 137 new Ford automobiles were turned over to the City of Detroit, 103 of them for the Police Department and 36 for other municipal departments.

Twenty-one of the new Police Department cars, equipped with radio receivers, will immediately replace an equal number of Ford scout cars which are being withdrawn from service with mileage records ranging from 78,434 miles to 143,723 miles aggregating a total of 2,283,097 miles in the last two years.

Exclusive of depreciation and insurance, the actual cost of operating the 21 cars, including all repairs, gas, oil and tyres, for the two years totalled \$52,137.62, an average of slightly less than 2.284 cents a mile. During the last seven years the cost of operating Ford cars in various city departments, has progressively declined, according to records of the municipal garage, from an average of 7 cents a mile in 1924 to an average of 3.05 cents a mile in 1930. In 1925 the average was 4.63 cents a mile; in 1926 4.77 cents a mile; in 1927, 4 cents a mile; in 1928, 3.55 cents a mile and in 1929, 3.42 cents a mile.

Three hundred Ford cars in Police service during the fiscal year ended on November, 1930, travelled a total of 6,591,937 miles at a cost of \$191,166.85, an average of approximately 2.9 cents a mile.

A DOCTOR ON MOTORISTS.

"With the holiday season at hand, no apology need be offered for some notes from a doctor's diary about safety on the roads — the science of keeping alive as well as fit," writes a Medical Correspondent.

"Years of motoring have convinced the writer," he adds, "that by far the most fruitful cause of accident is inattention to the driving. The inattentive driver neither sees clearly nor judges accurately. Worse still, his faculties of imagination are blunted. He is thinking about something else, and so is not whole-hearted in his immediate task."

"This man makes miscalculations as a matter of course—for example, the miscalculation of the speed of an on-coming vehicle which expresses itself in an attempt to pass when there is insufficient time and space in which to carry out that operation. Enlightenment comes too late; either a narrow "squeak" or a crash is the penalty.

"The cultivation of attention is no easy matter. Every driver knows how readily the mind goes to sleep at the wheel, how strong is the temptation to talk to passengers, how seductive are the scenes to right and left of the road, and so on. Can steps be taken in advance to discount these various distractions?

"It should be an absolute rule never to drive a car when one has not had a good night's sleep. The individual suffering from sleep-starvation is always inattentive. Again, nobody ought to go on driving after the time at which he is accustomed to go to sleep. This is much more important than the distance driven at a stretch, which will vary within the limits of safety according to the type of car and the skill of the driver.

"These are negative safeguards. It is a matter of experience that good drivers keep their eyes fixed on a point ahead so situated that they can pull up easily before reaching it. As soon as this point disappears round the corner they become alert. The question arises in their minds: 'What is happening round that corner?' The result is a reduction of speed and an increase of watchfulness. It is possible for anyone to acquire this habit of anticipa-

CAR ENGINES.

Must Be Properly Lubricated.

Automobile engines to-day are designed and built to give long service, but they must be properly lubricated. The working surface must be protected by a film of oil, and only an oil of quality and character can build up and maintain this film. The claim has been made that cheap and inferior types of oils are taking their daily toll of hundreds of cars on the road to-day. Engines which should cover many thousands of miles without a complete overhaul are worn out long before their time owing to defective lubrication caused by the unwitting use of substituted oils. It is said these lubricants thin out excessively under heat and become so thin when hot that the oil film is not sufficient to prevent the minute solid particles, gathered by the oil in use, from being ground between the pistons and cylinders, causing excessive wear and in many cases scoring. Though not immediately noticeable, this will surely be followed by piston slap, increased oil con-

RUBBER SUSPENSION.

A very interesting chassis is being built in Newcastle-on-Tyne by a British company, the principal feature of which is that rubber is employed in place of steel springs. Furthermore each of the four wheels is independently mounted, and the design as a whole is claimed to give exceptionally good road-holding with a minimum of unsprung weight.

sumption, and excessive carbon formation.

One day recently, after being on the road for 18 months, an engine seized. On being taken down it was found that all the cylinders were badly scored. The pistons were damaged to such an extent that the aluminium had melted and run over the rings. Repairs to the engine cost \$200. The oil was examined and found to be too light in body, thinning out excessively at high temperatures, which caused the seizure. This oil had been sold as a well-known, high-quality heavy-bodied lubricant. In another case the engine, only six months old, developed a severe knock, which was found to be in a big end bearing. The oil was examined and proved to be far too heavy in body for this particular engine, and had failed to reach the bearing in sufficient quantities. It also lacked the necessary character to give protection under these partial lubrication conditions, with the result that the bearing had become overheated and had melted. This oil had been sold as a medium-bodied oil under a quality manufacturer's brand. — Straits Times.

TO DRIVE OR NOT?

An acute controversy is being waged in Home motoring circles as to what the drivers of two vehicles should do when they meet on a public road at night. One school has it that they should switch off their headlights and the other that they should do nothing of the kind. It is mostly the young, inexperienced driver who is troubled with "dazzling" headlights. Older motorists turn their heads slightly away from an approaching beam, or close one eye until the dazzle point has passed.

And the mental effort necessary to acquire it forces the student to attentiveness. He learns almost unconsciously how to fight against distractions. Incidentally, he acquires the faculty of imagination, without which no driver is safe.

FORD PLANE.

Passes King's Cup Winner.

Photographers and reporters who covered the recent King's Cup Air Race over a circuit of the principal cities of England travelled in a Ford trimotor according to reports received by the Ford Motor Company.

The course was approximately 1,000 miles long, the British aircraft entries being flown through blinding rain and very poor visibility. The contesting planes, entered by the principal British aircraft manufacturers, were known in most cases by Royal Air Force pilots.

On the last lap of the course — from Bristol to London — the Ford plane, G-ABHF, carrying a full complement of Press representatives as passengers, took off four minutes after the winner of the race, quickly passed this plane, and reached London considerably in advance of it.

MOTORIST FINED £440.

Boston (Mass.), Nov. 30. Fines totalling \$440 were imposed on Mr. John A. Kelley, of Boston, because he had too little regard for the traffic laws of his city.

The police proved that since the beginning of the year he had parked his motorcar 44 times in forbidden areas.

"A defiant and bold offender, who has ridiculed the police and

TYRE BUSINESS.

Boom in 1932 Is Prophesied.

New York, Nov. 21. Confidence that 1932 would prove a good year for business in general and that prosperous tyres would return to the tyre business by next July was expressed by William O'Neil, president of General Tyre and Rubber Co., in an address this week to a gathering of sales representatives of the company in Akron. President O'Neil declared that tyre merchants had suffered less than many other kinds of retailers during the depression.

"There is a real opportunity for aggressive merchandising to-day," he said. "While the whole country is depressed, the stock market is low, and the prices of commodities are foolishly low, there is hardly a General Tyre agent who is not doing more business than he was doing in 1927. They are making more gross profit too but they have been operating on 1929 overheads and some have not made as large net profits for that reason. Everything is too low to-day except overhead. Let's work with optimistic thought and energy and depress the overhead."

the courts," was the description applied to Mr. Kelley by Judge Francis J. Good in imposing the fine. Mr. Kelley appealed.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road, C. Tel. 25844.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

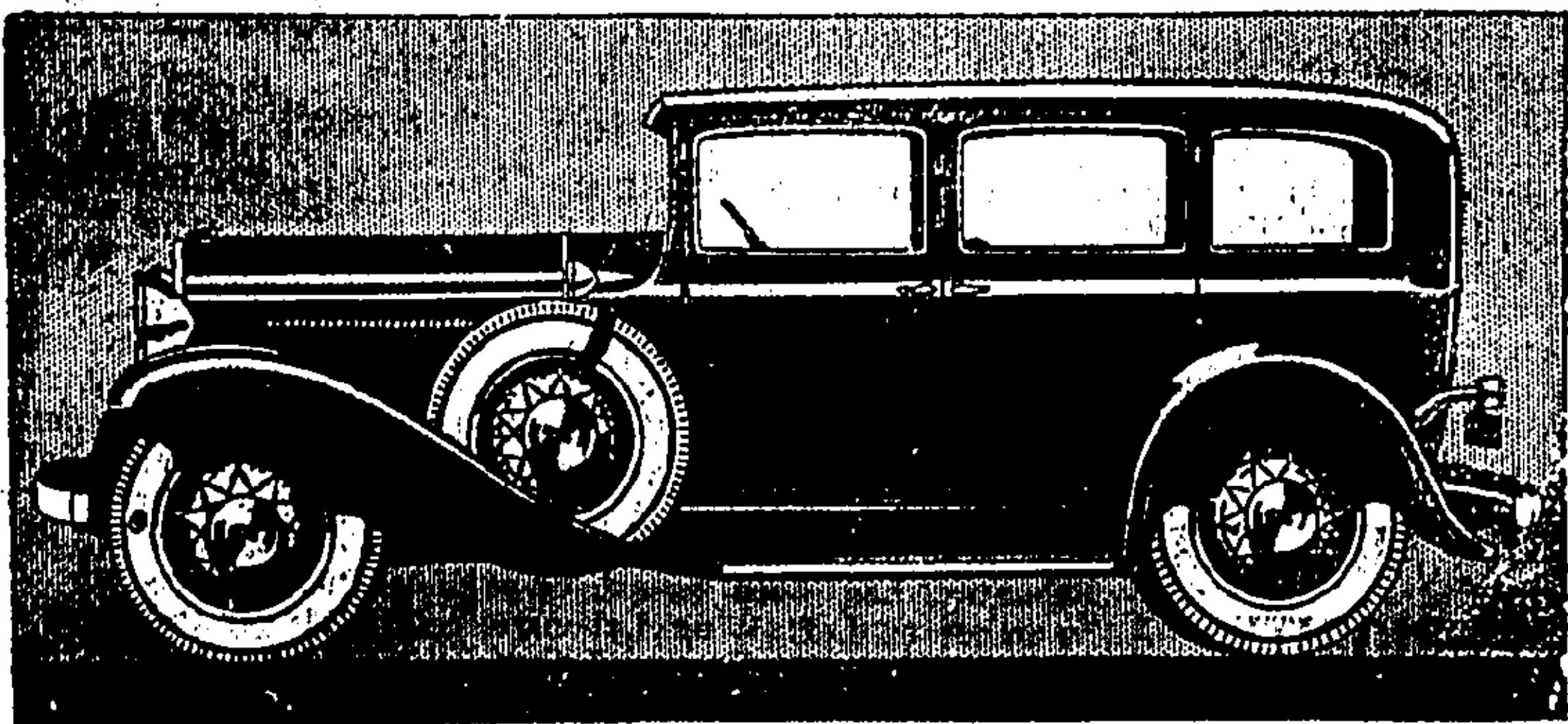
MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56253.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg., Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

PERFECTED FREE WHEELING NOW AVAILABLE IN DE SOTO



DE SOTO SIX AND EIGHT..

SMARTNESS - STAMINA - VALUE

Perfected free wheeling is now offered as optional equipment on both the De Soto Six and Eight. The most exacting tests have proved the value of this device, as improved by De Soto, in contributing to performance, economy and driving ease.

De Soto Free Wheeling is selective, controlled by a button on the instrument panel. Operating in Free Wheeling, De Soto gears may be shifted to all forward speeds without using the clutch. With Free Wheeling there is a distinct saving in fuel, oil, and engine wear.

Smooth, powerful engines — all-steel welded bodies — weather-proof internal-expanding hydraulic brakes — smart, sweeping lines and beautiful appointments — these and many other features make De Soto great values and now Free Wheeling and Easy-Shift Transmission make them even greater in performance, comfort, driving ease and economy.

Let us demonstrate to you the wonderful features of these cars.

THE NATIONAL MOTOR CAR CO.

71, 73 & 75, Hennessy Road, Wanchai. Telephone 27914.

TWO DRIVERS

THE STORY OF FITZJONES & MACHUGH.

I have just completed two long journeys made as a passenger with two different owners at the wheel; and the contrast in my experience inspires many reflections. Both Fitzjones and Machugh are experienced drivers enough. They are both of pre-war vintage, have covered many thousands of miles at home and abroad, and will never have an accident unless they meet a fool in some emergency which simply admits of no solution at all. The difference between them, put in a nutshell, is that if each of them in turn drove me from London to Edinburgh by night, I could sleep solidly with Fitzjones at the wheel, whereas if Machugh were my pilot I should be waked up at quite brief intervals. Fitzjones takes a car over any journey in one long smooth slide. Machugh's driving is a series of jerks, but his methods do not gain him any appreciable minutes on a long trip. He takes far more out of his car, and especially out of his tyres and brakes, than Fitzjones; and incidentally he punishes his passengers, who are jolted and swung about and almost thrown with their noses against the windscreen when he stops.

To descend to details, the super-driver does not use his brakes at all, except in minor or major emergencies. If he intends to stop outside a house or a shop he shuts his throttle at a nicely judged distance away, so that the car is practically stationary when it reaches the door, and all he has to do is to apply the parking brake imperceptibly, having previously run off his impetus. The fool, by contrast, speeds up to the door, crashes on his brakes, grinds a fraction of wire and asbestos off the brake linings, and scours a microscopic film of rubber off all four tyres in the form of invisible rubber dust. When Fitzjones moves away from a stopping place he stars on the second gear of his six-cylinder car, and is confronted by three separate accelerations and three separate gear-changes before he gets the car on to its cruising speed with fourth gear engaged. If he had a deaf man on board his passenger would not normally be conscious of these complicated motions by which the speed is hoisted from 0 to 40. The deaf man's graph of this complex acceleration would be a straight line. But Machugh must frequent Brooklands overmuch, I fancy. His car leaps away from rest with a roar; there is a check as he changes up to third gear; another roar — another check — another roar. At each roar our bodies surge helplessly forward as the car gathers itself like a springing tiger; at each check our spines collide with the back cushion. Moreover, each stamp on the accelerator abrades his outraged tyres afresh, and the alternating loads are flung on the engine and transmission shafts fiercely and without mercy. I should be sorry to buy one of Machugh's cars second-hand.

Even in Corner-Work.

Even in corner-work the two personalities stand out in silhouette. Fitzjones has light hands and will make a good pilot if ever he takes to the air. Shut your eyes in the stern-sheets of his saloon and you will not be able to tell whether his helm points hard over or straight ahead. He is adept at judging the precise speed at which a car will roll naturally round a bend without scraping its tyres or swaying its body on the springs. Machugh is an adept too, but in a different field. He can estimate to a hair the maximum speed at which any given corner can be taken without a capsizing. His tyres shriek on bends even when they are blown hard. The outraged body rocks bodily over, piling the passengers shoulder to shoulder in a struggling jumble. I should judge that his tyres average about half a normal mileage.

Oddly enough, there is just one point of driving in which Machugh is the better man of the pair. Sir Henry Segrave in his book on motoring decrees that the perfect driver always has "plenty of engine" available. He put this point rather vaguely, but he meant that when your engine is labouring on a high gear you cannot instantaneously shift your car to some other part of the road on point of the compass.

should an emergency arise; but that if you have the engine working easily within itself you can accelerate or swerve very rapidly and so clear some awkward imbroglio. On my above-mentioned journeys both cars had to round a sharp corner and climb quite a stiff little pitch on which a blind crossing was located. Fitzjones steered us gently round the sharp corner on top, and breasted the rise on top slowly and smoothly. In the very second in which Machugh deciphered the signpost he effected a jerky and lightning change down to second gear — not to third, mind you! He rushed up to the corner, crashed on his brakes, and wrenched the car round. The instant its bows were headed up the slope he stamped on the accelerator, and the vehicle leapt forward like a hungry leopard. Sighting the crossing he jammed his finger on the Klaxon and kept it there. Suddenly without a second's warning a driver who might have been Machugh's twin brother appeared out of the blind road to our left, crossing our bows to descend the slope; and he appeared fast, and just as we entered the crossing. If Fitzjones had been driving he might conceivably have stopped in creditable time, but he could have done nothing else. The gentleman whom I have fantastically identified as

1932 BUICKS.

The firm of Anderson and Ferroggiaro, Shanghai agents for Buicks, Cadillacs and La Salle motor cars, as well as other General Motors products, has done some expert body-construction work during the last two years. Fifteen armoured cars, mounted on regular G.M.C. trucks, have been built for military men at Chungking, Ichang, Hangchow, Hankow, Nanking and other cities. This work was under the supervision of Mr. L. R. Ferroggiaro and was done at the company's workshop in Shanghai on Avenue Haig.

The 1932 Buicks have recently arrived, the company has announced, and are on display at the showroom on Bubbling Well Road, Shanghai.

Machugh's twin brother made no attempt to stop — probably it was just as well, for he was going very fast. He saw that one of us must ram the other broadside if both drivers held their course, so he turned inwards to slip inside us on our left — a most risky and reprehensible manoeuvre which would have saddled him with almost full responsibility if the cars had touched — though "touched" is a mild term for the crash which might so easily have occurred. Machugh drives so fast that he is used to such imbroglios; he wasn't using quite all his engine, so he just stamped with his left foot at its maximum pressure, and as he was on second gear the car accomplished what a flying man might describe as a "zoom." If it did not actually quit mother earth — and I suppose it didn't — it achieved the most gigantic bound forward and the twin brother slid harmlessly past our nearside back wing without even a scrape. It quite softened my heart towards Machugh, for heartily as I detest his driving methods he does at least understand the value of keeping "plenty of engine" at command.

The "Silent Third." In that respect the new "twin-top," "traffic top," and other new gear-boxes should help to convert the bad traffic driver into a better man. By "plenty of engine" Sir Henry really meant "ability to accelerate." On a high fourth gear acceleration is always slow; but drivers cling to their high fourth in traffic because it was "quiet" and the old-fashioned third gears made so much noise. The modern silent third! call it what you will, is mechanically as silent as the fourth gear, if it allows the engine to be rather more audible; and its percentage of extra acceleration is a mighty asset at close quarters. Fitzjones does not as yet possess a silent third.

TOURIST TROPHY.

This Year's Race to Be Run in Ireland.

London, Dec. 4. In spite of strong temptations to transfer the contest to the Isle of Man, the Royal Automobile Club has decided to hold the annual Tourist Trophy race in Ulster again next August.

For the last two years the Manx authorities have been working tooth and nail to get the race transferred to their island (where it was held before the war) as an additional attraction for their Summer visitors. A suitably sporting course had been mapped out, and a very substantial prize fund was offered.

The Club had no wish to leave the Ards circuit outside Belfast, where the race has been held since 1928. But the course, fine as it is, has the drawback that it is full of natural grandstands.

Ireland patronises the race to the extent of half a million persons, but very few of them pay a penny towards the expenses of organising it. This year, I believe, there was a deficit on the race of over £1,000.

To-day's announcement is the sequel to discussions with representatives of the Northern Ireland Government. It means that a satisfactory agreement has been reached whereby the Club is safeguarded against any great loss, and the prize fund will be as substantial as in the past.

EARLY MOTORING DAYS.

What is known in the motoring world as Emancipation Day, 1896, was honoured even more appropriately than usual by the appearance in a recent run of veteran cars of a car which completed the original London-Brighton Emancipation Day run on November 14, 1896. This was Captain E. de W. S. Colver's Benz, which, having been rusting in a shed for many years, has now been restored to its original condition.

Another landmark in the history of motor cars for which the year 1896 is notable is not so well known as Emancipation Day. The first motor show took place in that year at the Imperial Institute. "The cars," says a contemporary account, "were driven about the grounds at ten miles an hour with ease. It is averred that there is no horse-drawn vehicle which can be controlled with the nicety and precision of these cars, or within an equally limited space. They careered among the spectators and climbed a rather steep incline with perfect ease, and were steered, changed speed from fast to slow, and were brought to a standstill in a manner which secured the confidence of the spectators."

Society people and members of Parliament who came to the show were taken round the grounds (one at a time) in a car ablaze with electric lights. The future King Edward VII had his first motor-car ride at this show.

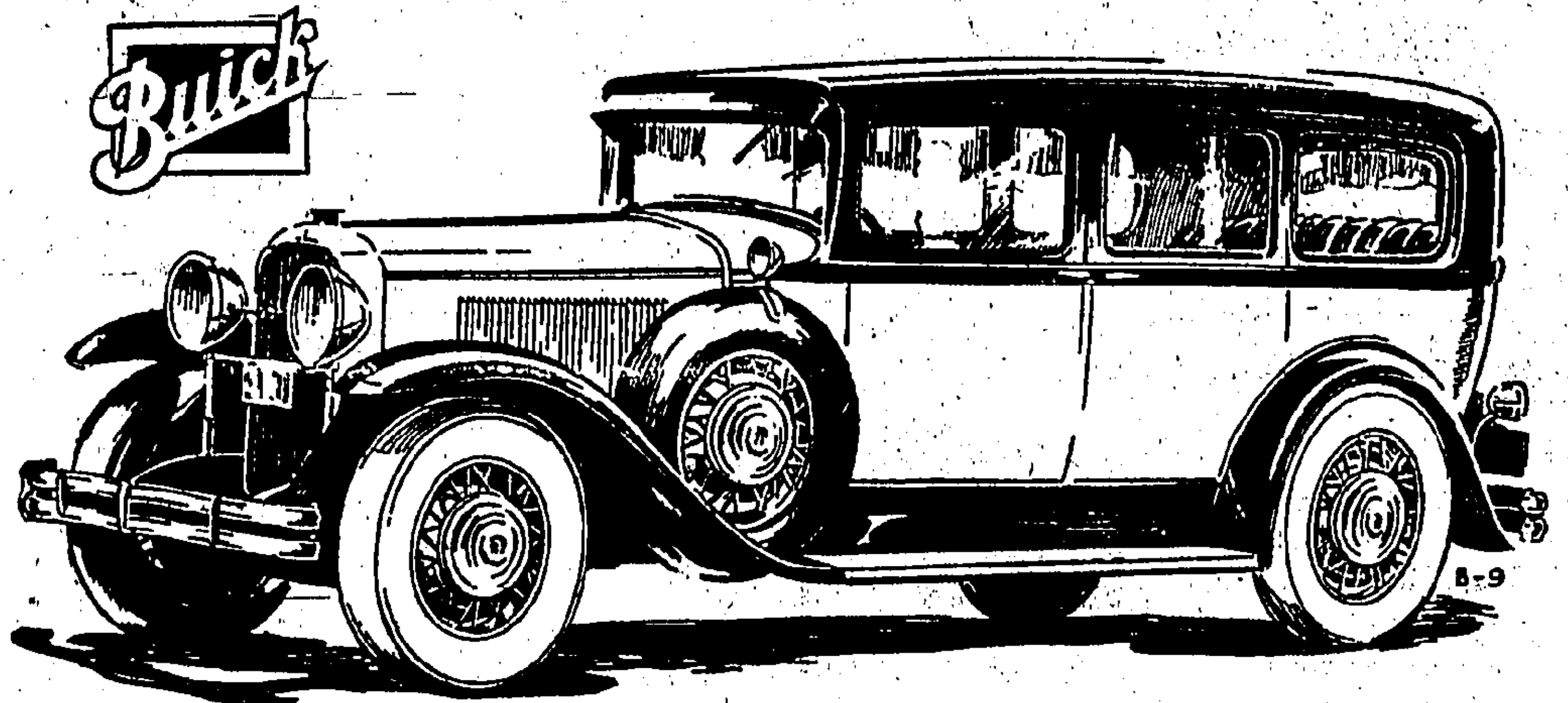
MOTOR-CYCLE SHOW.

Mr. Walter Runciman, President of the Board of Trade, in a message to the promoters of the Cycle and Motor-cycle Show, opening at Olympia on November 30, said:—

"Although the Cycle and Motor-cycle Show is in theory open to the products of all countries, I understand that the show about to open will be, like all its predecessors, pre-eminently British in character. This is due to the enterprise and pertinacity of United Kingdom manufacturers who have made for themselves an enviable reputation in all the world's markets for the excellence and low cost of their products. In the trying time of trade depression through which all countries are now passing it is very inspiring to see the way in which United Kingdom cycles and motor-cycles maintain their place in competition with their foreign rivals, though necessarily on a lower level of trade than in times of prosperity. I have every confidence that when trade revives the cycle and motor-cycle industry in this country will lead the way, and in this faith I wish your exhibition all success."

I shall urge him to acquire one with his next car; and its possessor may make him as trustworthy a motorist in heavy traffic as he is already a considerate of his passengers' nerves and sensibilities. —G. B. in Manchester Guardian.

PRODUCT OF GENERAL MOTORS



THE EASIEST CAR IN THE WORLD TO DRIVE

Buick owners will tell you that the Buick Eight is the easiest car in the world to drive. You will hear many of them remark on how fresh and relaxed they feel after driving their Buicks all day.

Here's the proof. Drive a Buick Eight. See how easily it steers . . . how easily and silently the gears shift . . . how easily and quickly a light pedal pressure will bring the car to a smooth, full stop.

Complete, perfect control at all times. Control of steering — control of brakes — control of engine operation — all at the instant command of the driver. And that is just one of the reasons why women, as well as men in all parts of the world, buy from two to five times as many Buicks as any other car in Buick's wide price range.

The 8 as BUICK Builds It

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

NEW MODELS.

Preparations For British Cars.

Shanghai, Dec. 24. Elaborate preparations are being made at the showrooms of China Motors, Inc., 702, Bubbling Well Road, in expectation of the arrival here this month of three shipments totalling more than 30 Standard 1932 cars, according to an announcement by Mr. Max Friedman, general manager of the firm. The Standards will be displayed during the first week of January, 1932. Four classes — Little Nine, Big Nine, Standard Sixteen and Standard Twenty — will be shown.

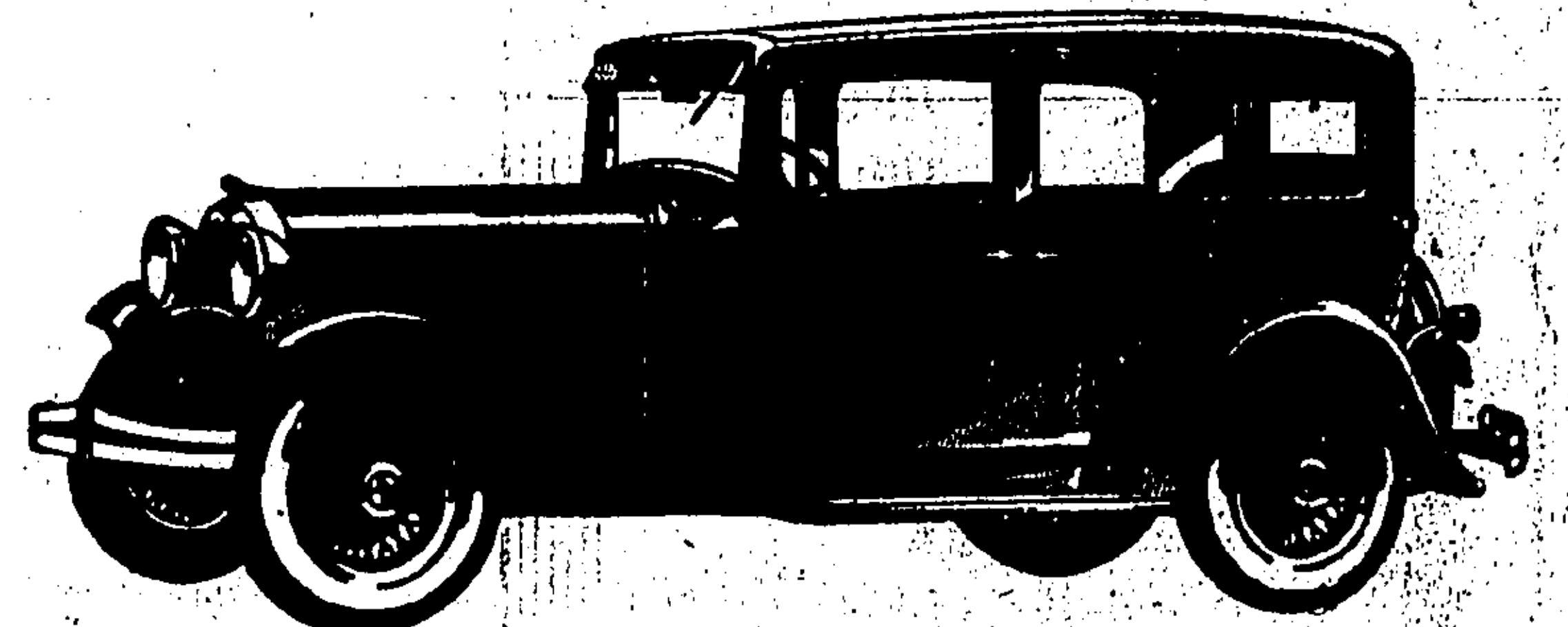
Mr. Friedman announces that as soon as the Standards are uncrated and placed in the newly-decorated windows of the China Motor showroom, a reception will be held at which time the public will have an opportunity to inspect these four models of the new all-British motor cars.

They will be entirely new cars to Shanghai as far as design is concerned. The Standard plant in England has manufactured automobiles that marked a complete departure from former models.

The motoring public here has been showing great interest in the planned arrival of the new 1932 Standards, according to Mr. G. L. Harkness, of the China Motors staff.

A number of sales already have been made, Mr. Harkness reports, to Britons who inspected the new Standards recently in Britain and now have returned from home leave. These people give enthusiastic descriptions of the new Standards, claiming they outstrip other cars for beauty, speed and low operation costs.

Sales of Standards in Britain have broken all existing records, Mr. Friedman reports after listening to tales of the Standard's successes at the recent motor show in Olympia. "It is reported that the Standard factory in Britain is working at capacity and turning out 100 motor cars a day."



A NEW PACE— A NEW SPIRIT

There's an entirely new sensation in store for you when you take the wheel of a Dodge Six or Eight with positive Easy Gear Shift and silent second, dependable Free Wheeling and Hydraulic Brakes. These factors unite with the flashing alertness of Dodge acceleration to give you amazing responsiveness, delightful handling ease and matchless safety. . . a sense of effortless, gliding motion under instant, easy control. You can "Free-Wheel" in all forward speeds. You can shift at any speed without declutching. The lightest touch brings quick, sure results in shifting gears, and you can drive with or without Free Wheeling at will by the use of the dash control. Double-Drop Box Center Frames, Mono-Pace Steel Bodies and Low Center of Gravity are further modern features. And dependability in the finest Dodge tradition assures you of lasting satisfaction and economy.

DODGE BROTHERS
SIX AND EIGHT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

KING'S THEATRE

SHOWING TO-DAY
AT 2.30, 5.10, 7.15 & 9.30 P.M.

The "IT" of the Show! with three boy friends takes her matrimonial vow in an icy spicy tale of orange blossoms and houndoors!!



CLARA BOW
in
"Her Wedding Night"
A Paramount Picture

NEXT CHANGE
COMMENCING SUNDAY, JANUARY 10.

HER LIFE OR HIS SILENCE?
with
CLIVE BROOK
Marjorie Rambeau
Paggy Shannon
Charles Starrett
A Paramount Picture

Booking at The Theatre **ALWAYS A GREAT SHOW** Telephone No. 25818

MACLEANS

PEROXIDE

TOOTH PASTE

MAKES YELLOW TEETH WHITE

Stocked by all Pharmacies, Dispensaries
and Departmental Stores

W. R. LOXLEY & CO.

CURRENT SPORTING GOSSIP

CLUB WIN THE FIRST SIM SHIELD GAME.

Army Defeated by 4 Goals to 2.

W. REED IMPRESSES.

The first of the Sim Shield hockey encounters was decided on the U.S.R.C. ground yesterday afternoon when the Hong Kong Hockey Club defeated the Army by four goals to two in the presence of a large crowd of spectators. Both teams were fairly evenly matched, and the game was played at a fast pace throughout. A feature of the match was the brilliant play of W. Reed, who, at right-half-back for the Club, was an object lesson in his defensive tactics.

Early Club Lead.

In the opening minutes of the game the Army were early on the offensive, and clever forward passing brought them close in, but they found Gregory a safe goalkeeper. Play was transferred to the other end, the Club forwards passing well, and being fed admirably by their half-back line. Coming close in Francis sent in a hot shot, which Pole partially cleared, the ball trickling to OWEN HUGHES who made no mistake with a fast rising shot, giving the Club the lead after five minutes play.

Army Equalise.

Exchanges were fast, and the Army were again on the offensive. Taking the ball down on the right, Williams, when tackled by Rodger, passed neatly to MORGAN, who scored the equaliser with a hard shot that had Gregory beaten all the way.

Offside Play Spills.

Towards half-time, the Club continued to press, and Divett had hard luck with a shot that just went wide. Offside play broke up many a neat movement, and half-time arrived with the teams on level terms.

Military Sportsmanship.

In the second half, the Army were early attacking, and in a raid, Macfarlan sent the ball into the goal. The referee blew his whistle and pointed to the centre but, after Macfarlan had sportingly declared that he kicked the ball in, the goal was disallowed, and the Club were awarded a free hit. Many concentrated rushes made by the Army were frustrated by the Club's solid defence, and W. Reed's work was dazzling to watch.

Two Further Goals.

From midfield, Owen Hughes gained possession and, taking the ball down on the right, sent in a fine centre for EVANS to score the Club's second goal with a stinger. The lead was not maintained for long, for a movement on the right initiated by Williams, saw that player call upon Gregory to clear. Shots from Macfarlan and Morgan followed in rapid succession, but Gregory cleared splendidly. A melee, however, ensued, during which SMITH scored the Army's equaliser.

Owen Hughes' Second.

With the scores level, play became tensely exciting, with both teams striving for victory. From the centre of the field, Divett took the ball down, and when tackled by Huxford, passed out to OWEN HUGHES who scored from a difficult angle.

Shortly after, the Army made numerous raids on the Club goal, but their forwards failed to seize their opportunities to score.

On more occasions than one Macfarlan's hesitancy when in the circle, robbed him of many glorious chances. A sudden break-away by Owen Hughes, saw that player take the ball down on his own, and send in a beautiful shot, which TERRY took in his stride to score the Club's fourth goal. The Army, undaunted, tried desperately to score, and were pressing until the final whistle.

Club.

Army.
Club: G. L. Gregory; W. Woodward; J. Rodger; W. Reed; A. A. Dand; S. V. Reed; H. Owen Hughes; G. E. Divett; E. C. Francis; D. Brittain; Evans and J. L. Terry.
Army: Sergt. Ford (S.W.B.); Pte. Pole (S.W.B.); Capt. Huxford (R.A.); Pte. Davies (S.W.B.); L. Cpl. Jack (A. and S.H.); Lieut. Price (S.W.B.); Lieut. Williams (R.C.); S. Cpl. Smith (S.W.B.).

CAPTAIN'S CUP AT FANLING.

Results of the First Round.

In the first round of the match play stages of the Captain's Cup of the Royal Hong Kong Golf Club the following were the full results:—

J. E. Richardson (13) beat E. D. Matthews (9) (4 and 3).
A. C. I. Bowker (8) beat W. C. Shields (6) (2 and 1).

R. M. Wood (17) received walk over from Capt. J. H. Anderson (5).

C. W. F. Booker (5) beat F. Black (16) (1 up).

P. Morrison (14) beat J. W. Mayhew (13) at 22nd hole.

H. Hampton (11) received walk over from Capt. A. W. Davison (12).

Surg. Lieut. Comdr. E. J. K. Weeks (12) beat S. J. H. Fox (9) (2 and 1).

Commander G. F. Hole (18) beat R. M. Henderson (12) (1 up).

The second round matches are to be concluded on or before January 19.

Our Sports Diary.

HOCKEY — To-morrow — Hong Kong Club "A" v. Recreation at King's Park at 5 p.m.; Radio Sports v. St. Andrew's Club.

HUNTING — Sunday — Fanling Hunt and Race Club Hounds Meet (Lok Ma Chau Crossroads) at 3.15 p.m.

RUGBY — FOOTBALL — Saturday — Triangular Tournament — Club v. Army at Happy Valley at 4 p.m.

GOLF — To-day — Completion of Second Round of Taggart Cup (Ladies).
Sunday — Completion of First Round of Adamson Cup (R.H.K.G.C.).

CRICKET — Saturday — First Division — Kowloon C.C. v. Hong Kong C.C. (L.); Indian R.C. v. University (L.); Craigengower C.C. v. Royal Artillery (L.); Navy v. Civil Service C.C. (L.); Second Division — University v. Craigengower C.C. (L.); Hong Kong C.C. v. Kowloon C.C. (L.); Police v. Borderers (L.).

FOOTBALL — Saturday — Lei Wah Cup Competition — Navy v. Army at 4 p.m.; Chinese League South China "A" v. Chinese Athletic "B"; South China "B" v. Chinese Athletic "A"; Eastern v. Yee Woo.

Lt. Macfarlan (H.K.S. Bde R.A.), Pte. Johnson (S.W.B.) and Pte. Smith (S.W.B.).

Comment.

The game was excellent, and provided hockey of a very high standard. For the Club, Gregory was outstanding in goal, and, but for his great keeping, the Army might have scored more often than they did. Rodger was the pick of the backs, but Woodward also put in some very useful work. W. Reed played a brilliant game in defence. Dand excelled in the first half of the game, but was inclined to be slow in the latter half. Of the forwards, Owen Hughes was the leading light, and his combination with Divett was admirable. Owen Hughes scored two goals, and was instrumental in the scoring of three of the Club's four goals. Tetley, on the left wing, although gaining possession of the ball, was far too slow in passing.

In the Army's defence, Jack, at centre-half played a sterling game, keeping a good check on Francis, the Club's centre-forward. Pole and Huxford were reliable backs, but although marking Owen Hughes well, Huxford was not fast enough for his opponent. Tyler also played well. Of the forwards, Williams, Morgan and Johnson excelled.

Cumberland Win.
At King's Park yesterday afternoon a team from the H.M.S. Cumberland defeated the Hong Kong Club second eleven by four goals to nil in a scrappy game.

Y.M.C.A. Defeated.
On the Y.M.C.A. ground at King's Park yesterday the Y.M.C.A. lost to the Hong Kong Police by the odd goal to nil in a well and interesting game. Harris, at inside right, scored twice, and the inside left scored three goals. Harris scored twice, and the inside left scored three goals.

SPRINGBOKS AGAIN SUCCESSFUL.

Defeat Cumberland and Yorkshire.

BIG VICTORY.

At Workington to-day the Springboks followed up their meritorious victory over England at Twickenham by defeating a Combined Cumberland and Yorkshire fifteen by the large margin of 27 points to 5.—Reuter.

UNIVERSITY BEAT THE D.B.S.

Yayabhooy Takes Five Wickets for 10 Runs.

At Pokfulam yesterday the University defeated the Diocesan Boys' School by 85 runs.

Anderson and H. Nomanbhoy in a useful second wicket partnership were largely responsible for the University declaration at 163 for 8 wickets. After receiving a good opening partnership from Prata and Reed the D.B.S. collapsed badly before the bowling of Yayabhooy who claimed half the wickets off his own bat.

Scores:—

University.		
D. J. N. Anderson, b Reed	28	
P. L. Tan, b Whitley	1	
H. Nomanbhoy, c Reed, b Hulse	45	
R. E. G. Teong, run out	20	
B. K. Ng, b Prata	8	
W. K. Choa, b Broadbridge	14	
A. A. Aziz, c Frith, b Hulse	8	
M. Yayabhooy, not out	18	
S. B. Tata, b Broadbridge	10	
P. B. Tata, not out	8	
Extras	12	
Total (for 8 wks., dec.)	163	

BOWLING ANALYSIS.

	O.	M.	R.	W.
N. Whitley	10	1	35	1
A. Prata	16	3	44	1
R. Reed	5	0	35	1
A. J. Hulse	6	1	18	2
A. da Roza	2	1	5	0
N. Broadbridge	2	1	12	2

Diocesan Boys' School.

A. Prata, b Yayabhooy	81
R. J. Reed, c P. B. Tata, b Nomanbhoy	22
N. Broadbridge, b Tan	0
N. Whitley, st. Ng, b Nomanbhoy	4
A. J. Hulse, b Anderson	17
A. Zimmern, b Yayabhooy	0
J. Winchester, b Yayabhooy	9
A. da Roza, b Tan	13
P. H. Power, l.b.w., b Yayabhooy	12
Liu Kwai-to, b Yayabhooy	0
E. Frith, not out	0
Extras	20
Total	128

BOWLING ANALYSIS.

	O.	M.	R.	W.
W. K. Choa	3	0	22	0
P. L. Tan	10	4	28	2
H. Nomanbhoy	6	1	19	2
M. Yayabhooy	6	3	10	5
A. A. Aziz	3	0	8	0
D. Hunt	2	0	10	0
D. J. N. Anderson	8	0	11	1

CHILDREN'S SPORTS AT H.K.F.C.

Happy Gathering Round Christmas Tree.

Children of members of the United Service Lodge, No. 1481, E.C., and their parents, spent a most enjoyable afternoon, on the Hong Kong Football Club ground at Happy Valley yesterday when a combined sports meeting was held. A Christmas tree, from which presents and prizes were distributed by Mrs. J. Owen Hughes, proved a much appreciated conclusion to the function.

Results were as follow:—
Girls' under 7s — Lat. Pauline Ewing, 2nd, Betty Wadmore.

Girls' under 11s — 1st, Nancy Kerrison, 2nd, Miss McFarlane.

Boys' under 7s — 1st, Guy Holland, 2nd, Donald McTavish.

Boys' under 11s — 1st, Teddy Ramskill, 2nd, Buster Holland.

MAJESTIC

He coddled his son into a waster—then asked another father to rebuild him into a man.

YOUNG SINNERS

A sparkling comedy drama
As daring as youth, itself
As romantic as a first kiss
As intimate as a lover's secret
As invigorating as the great outdoors

with
THOMAS MEIGHAN
HARDIE ALBRIGHT
Dorothy Jordan
Directed by
JOHN BLYSTONE
From the stage play by **ELMER HARRIS**

TO-DAY ONLY
AT 2.30, 5.20,
7.20 & 9.20 P.M.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

As a sequel to an outbreak of fire which occurred at a kiddies' party at the residence of Mr. Langston, 287, The Peak, on December 23, during a cinematograph display, Mr. H. Landolt, manager of the Pathe-Orient, Ltd., Des Voeux Road Central, was summoned before the First Magistrate (Mr. W. Schofield) on January 6, on seven counts of alleged failure to comply with the Fire Brigade's regulations governing the storing, distribution, and control of cinematograph and celluloid films. The prosecution's case was that there were definitely members of the general public present, and the room was not fit for the purpose for which it was used. Mr. H. L. Denny, for the defence, in asking the Magistrate to impose a nominal penalty, referred to the summonses as "malice." A full report of the case is furnished in the OVERLAND CHINA MAIL.

On New Year's Eve, a fracas occurred on board the s.s. Pentynne, and as a result, William Wishart, a seaman, was charged before the Kowloon Magistrate on January 5 with inflicting grievous bodily harm to William Davidson with a razor. It was revealed that Davidson was seriously hurt, although none of the wounds would be permanent. The complainant, who was in a very weak condition, gave evidence to the effect that he remembered quarrelling with Wishart, knocking him down, and seeing him get up and walk to a locker. Witness remembered nothing more until he found himself on the bridge, all cut and bleeding profusely. Both were intoxicated at the time of the affair. Taking into consideration defendant's good character, and efficiency as a seaman, the Magistrate passed sentence of one month's hard labour on January 7. The case is fully chronicled in the OVERLAND CHINA MAIL.

A gross profit of over \$800,000 was revealed at the thirteenth ordinary yearly meeting of the China Light and Power Company (1918), Ltd., held on December 31 under the chairmanship of Mr. R. G. Shewan. In the course of his speech, the Chairman said they were now actually supplying electricity to consumers in the Tsun Wan and Taiipo Market areas, and were only waiting for the completion of the low tension distribution lines at Si Atia, Taiipo, Shennan Shui, and Fanling. A detailed report of the meeting is given in the OVERLAND CHINA MAIL.

New Year festivities and sports are reported in full in this issue of the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL — the weekly paper that YOU MUST ORDER NOW.

READY NOW.

Mail via Suez closes at 9.30 a.m. on Jan. 9
and via Siberia at 5 p.m. on Jan. 8.

SINGLE COPY 25 Cents

(Sold on the streets and at the bookshops of your own and your subscription to the office, H.K. No. 110 per annum or 12 issues, including postage, prepaid, half-yearly or quarterly orders may be sent.)
20, 21, WYNDHAM STREET—PHONE 2008.

THE OVERLAND CHINA MAIL

Mezzanine Floor.

153-155, Des Voeux Road, Central.

LIMITED

THE BEST
PRECAUTION
AGAINST
INFECTION

GLYCERINE OF THYMOL

AS A
Mouth Wash,
Gargle
or Nasal Spray
Per Bot. \$1.00 & \$2.50

SOOTHING, CLEANSING, DEODORIZING.

A. S. WATSON & CO., LTD.

ZEISS
FOLDING & MOVIE CAMERAS.

ZEISS
BINOCULARS

ZEISS
PROJECTORS & ENLARGERS
DEVELOPING & PRINTING
A SPECIALITY.

A. TACK & CO.
26, Des Voeux Road, Central.

GRAY'S YELLOW LANTERN SHOPS

For

Linens, Fur Evening Coats,
Underwear, Evening Dresses,
Peking Jewellery & Rugs.

Hotel Lobby Shop, open till 9 P.M.

Alexandra Building.

Hong Kong Hotel Lobby.

Tel. 24586

Tel. 27424.

HONG KONG

SHANGHAI

MANILA

BEWARE of the Insidious Enemy —
the DIPHTHERIA Germ.

Take timely PRECAUTION
by using our —

Antiseptic Gargle

(In two sizes,
At moderate prices.)

THE CHINA DISPENSARY,

82, QUEEN'S ROAD, CENTRAL.
Telephone. — 22598.

DAIRY FARM NEWS

We BEG to announce that from TO-DAY
and until further notice all MILK and
CREAM sold by us will be Pasteurized and
may be consumed as delivered to customers.
This step has the full approval of the
Medical Officer of Health.

The Dairy Farm Ice & Cold Storage Co., Ltd.

WHITEAWAYS

DISINFECT YOUR HOME
WITH

BO-NO

THE MIRACLE CLEANER

DISINFECTANT,

DEODORIZER,

AND

INSECT DESTROYER.

Bo-No will keep your home free from
infection.

SPECIAL REDUCED PRICES

1 PT.	1 QT.	½ GAL.	1 GAL.
\$1.95	\$3.50	\$6.95	\$10.00

Can be used in any Spray Gun.

Obtainable Only

From

WHITEAWAY, LAIDLAW & CO., LTD.

BIRTH

PERRY.—At Hampstead, London,
on January 6, 1932, to Mr. and
Mrs. S. S. Perry, a son.

The China Mail

Hong Kong, Thursday, Jan. 7, 1932.

Impossible Situation.

It is inconceivable that the
invidious made at the Central
Magistracy yesterday afternoon
in the case of Sanitary Board v.
Hon. Mr. J. J. Paterson will be
permitted to rest there. The
merits of the particular sum-
mons, which was dismissed, are
of no concern in themselves.
But a great point was made by
counsel for the defendant of
the fact that the Head of the
Sanitary Board finally instructed
that a summons be issued
against defendant. Counsel was
referred by the Magistrate to the
routine followed by the Sanitary
Department in this matter. To
this counsel rejoined that he
"was going to submit later that
there was more in this than
that." That "something more"
is evidently to be found in a
later observation by counsel,
namely:—

"I understand, on my in-
structions, that what is
really at the bottom of this
is the fact that Mr. Paterson,
when he was sitting on the
Retrenchment Commission,
made some very
stringent criticism of how
the Sanitary Department
was being carried on and
had mentioned the lack of
cohesion between that De-
partment and the Police."

By inference, we are asked to
believe that the Sanitary De-
partment is endeavouring to "get
its own back" on the defendant
as the outcome of "some very
stringent criticism of how the
Sanitary Department was being
carried on" made by defendant
in his capacity as a member of
the Retrenchment Commission.
That is a very delicate and
even dangerous innuendo to
make against the responsible
Head of a Government Depart-
ment. It is an innuendo that
this Head of the Sanitary De-
partment is a public servant
cannot refuse to consider.

with the same degree of
publicity as has been given to
that innuendo by the reports in
the newspapers. Nevertheless
it is a matter of very grave
public interest. The public is
fully entitled to know the whole
facts if its confidence in Govern-
ment Departments, with the
power of ordering prosecutions
against leading public men or
private, unassuming citizens is
not to be shaken at its very roots.
It was unfortunate that neither
the defendant in this particular
case nor the Head of the Sanitary
Department could be present in
Court and give an opportunity
to clear the air in the interests
alike of Government Depart-
ments and of the general com-
munity. It seems impossible of
credence that any critic of a
Government Department, what-
ever his station in life—a mem-
ber of a Government-appointed
Commission, the Editor of a
newspaper, or an ordinary citizen—
may be subjected to prosecu-
tions or prosecutions because of
some adverse views he has
deemed fit to express.

That is why it is inconceivable
that the matter should rest
where it is. Whatever grounds
counsel for defendant may have
for his astounding statements
must be thoroughly sifted by the
higher authorities or by a Select
Committee of the Legislative
Council. The probability of a Gov-
ernment Department has been
publicly challenged in a Court of
law. What is the Government's
answer?

From Other Pens.

The Crocodiles Club.

The captain of the first British
Lawn Tennis team to tour India
was the guest at Cambridge re-
cently of the Crocodiles Club,
which is an Oriental equivalent
of the Hawks' Club.

With a limited membership of
twenty-five, only Eastern members
of the University who have won a
blue, or two Colours colours, are
eligible for election. A new pre-
sident is elected every term.

The first ever a Crocodile reg-
ion is invariably that of the
King Emperor and the last that
of a distinguished past member,
among whom Duleep Singh is in-
cluded.

The name Crocodiles is all in
show, and the club is really a
club of the most distinguished
members of the University.

speech-making, the members gave
impromptu exhibitions of scum-
forming, wrestling, and other
bouts of strenuous agility.

The evening could not have been
more stimulating nor more demon-
strative of the cordial relations
existing between Indians and Eng-
lish at the modern Cambridge.—
Daily Telegraph.

Stirring Strains.

It is very considerable of the
railway companies to allow "port-
able" wireless sets and small
gramophones to be carried on
train journeys as "personal lug-
gage," but it may open up new
areas of dispute compared with
which arguments about windows
up or down and trouble about
smoking in non-smoking compart-
ments will be forgotten trivial-
ities. It is all very well to be
like the lady of Banbury Cross and
have music wherever one goes, but
some travellers do not care for
music. And even if that point is
settled to the satisfaction of the
gramophone bearer or wireless
wanderer, there still remains the
question "What sort of music?"
It has been made abundantly clear
by criticisms of the B.E.C. pro-
grammes that one man's meat is
another man's poison; some are
all for foxtrots and some for
Rach and Beethoven. The growth
of the alternative programme sys-
tem has perhaps saved England
from another civil war on that
subject, but unless there are two
wireless sets in one compartment
there can be no alternative pro-
grammes on a railway journey.
And if there were two wireless
sets, and the two programmes
were delivered at once, the result
would hardly be peace and concord
—somebody's personal luggage
would be more likely to get thrown
out of the window in gross con-
travention of the rule which for-
bids the hurling forth of bottles
and other articles likely to hurt
men working on the line. The
new concession ought to have
been accompanied by the sugges-
tion "In all cases of dispute, or
impending dispute, passengers will
please oblige by not playing their
personal luggage."—Manchester
Guardian.

News in Brief.

Yesterday's lowest open air tem-
perature was 58 degrees. The
humidity fell from 80 at 10 a.m.
to 66 at 4 p.m.

Admitting a previous conviction
for loitering with felonious intent,
for which he served three months
in jail, a Chinese, this morning, in
the Central Court, was sentenced to
ten weeks' hard labour for a similar
offence. He was found under a bed
in the rear of a shop at 65 Des
Voeux Central by two foks of the
landlord on Tuesday afternoon.

Personal Par.

The Hon. Dr. A. R. Wellington,
Director of Medical and Sanitary
Services, Hong Kong, and Mrs.
Wellington stayed in Government
House, Singapore, on December 28
and 29 as the guests of Sir Cecil
and Lady Clement.

FEARFUL WEAPONS

"Blue Jack" Found
Accidentally.

CHINESE IN CUSTODY.

Two fearful looking weapons were
produced at the Kowloon Police
Court this morning, when Detective
Sub-Inspector Elston charged two
Chinese, Li Kam and Tang Pli, the
latter a woman and wife of the first
defendant, on two counts, (a) on
January 6 at 368, Reclamation
Street did have possession of a
dagger without the permission of
the Hon. I.G.P. and (b) did have
possession of offensive weapons to
wit, a dagger and a bludgeon.

S. I. Elston said that the finding
of the instruments, in No. 868, was
accidental. Together with other
detectives he had taken out a war-
rant for the next door house, and
had been informed there that the
wanted person was not at home, but
the man next door was a friend of
his and might know his where-
abouts. The man was asleep in bed,
and seemed very disturbed at the
entrance of the Police. His actions
were suspicious, and a search
beneath a pillow revealed the dag-
ger. The bludgeon was found in
a cabinet at the bedside. A glid-
ing similar to the one used by armed
robbers was found on the bed.

The defendant was taken to the
Kowloon Police Court, and the
woman was taken to the Central
Court. The defendant was found
guilty on both counts and was
sentenced to three months' im-
prisonment.

PLIGHT OF GERMAN
SCIENCE

PRECARIOUS FINANCIAL POSITION
BARS PROGRESS.

SUBSIDIES PARED DOWN

HIGHLY DEPLORABLE: ABSOLUTELY
FOOLISH TO STARVE SCIENCE.

Berlin, Dec. 30.

The plight of German science
as the direct result of the eco-
nomic crisis and the consequent
need for economy was described
to-day, in an interview with a
Trans-Ocean representative, by
Professor Max Planck, director
of the Kaiser Wilhelm Institute
for Scientific Research and, in
1918, the recipient of the Nobel
Prize for Physics.

Professor Planck declared that
Germany's scientific equipment
was one of the new things left
unimpaired by the war.

"This," he said, "made it
possible that soon afterwards
the name of Germany was once
more pronounced with respect
throughout the world, even
though for some time after the
armistice forces were at work
that sought to continue to bar
German scientists from the in-
ternational community of re-
search."

Now, Professor Planck con-
tinued, another menace had
arisen, threatening the progress
of science; the precarious finan-
cial position of the Reich which
had had to pare down all sub-
sidies for scientific research

work, often stopping them alto-
gether. "This is not only highly
deplorable but, in my opinion,
absolutely foolish, and I take
this occasion to protest against
such a short-sighted policy on
the part of our authorities.
The moneys spent upon scientific
research are not, and never will
be, a dead loss, but represent a
capital investment, which could
not possibly be improved upon,
because every true scientist is a
servant of progress and, in the
long run, will repay manifold
whatever had been disbursed on
it."

To-day the situation was
verging on a catastrophe, Profes-
sor Planck concluded, and unless
private wealth came to the re-
cue, filling up the gaps in the
state subsidies, German science
would suffer a serious setback.
"We must all pull together, be-
cause if we leave off now when
our work is only half done, much
of the scientific data already ac-
cumulated will be as valueless as
many novelties without a
digit and nobody can ever ben-
efit from them."—Trans-Ocean
Kuomin.

NEW DESTROYER
FLOTILLA

"Witch" & "Whitshed."
Coming.

FOR CHINA STATION.

In addition to the ships men-
tioned in the China Mail yester-
day, H.M.S. "Witch" is also com-
ing out from Home to join the
new 8th Destroyer Flotilla for
service on the China Station.
The flotilla will thus be com-
prised of eight destroyers and
one leader.

Commander R. O. Fitzroy,
hitherto executive officer of
H.M.S. Froisher, Reserve Fleet
Flagship at Portsmouth, which
was also known here when she
did special duty in 1927, has
been appointed to command the
Witch, which is to relieve the
Serapis. Commander L. F. N.
Omanney, now in command of
the Witch, will exchange com-
mand with Commander Fitzroy.

Commander A. M. Williams
has been appointed to the com-
mand of H.M.S. "Whitshed," an-
other of the destroyers, which is
coming out to reconstruct the
flotilla here, but he will take
over command of the vessel after
her arrival on the station.

The destroyers which have al-
ready arrived, H.M. ships Verity,
Whitehall, Wild Swan (1,120
tons each) and Wishart (1,140
tons), are taking the places of
the Thracian, Somme, Sepoy and
Stormcloud, respectively. These
left Hong Kong about a fort-
night ago bound for Home.

The Commanders of the new
destroyers now in port are
H.M.S. Verity, Lieut. Comdr.
C. W. May, H.M.S. Whitehall,
Lieut. Comdr. F. R. G. Maunsell,
H.M.S. Wild Swan, Lieut. Comdr.
P. N. Walter, and H.M.S.
Wishart, Commander G. C. Bas-
nister.

The leader of the flotilla, which
is being relieved, is H.M.S.
Bruce, which was inadvertently
left out from our list yesterday.

Ten Years Ago.

(From the "China Mail" of
January 7, 1922.)

To-day's dollar is worth 2/7 1/2.

Mr. Harold Green succeeds the
late Mr. W. J. Titcher as Super-
intendent of the Botanical and
Forestry Department.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The first meeting of the Council
of the Hong Kong Society, 1922,
Session (after lunch at the Central
Hall on Tuesday, January 10, 1922,
at 2 p.m.) was held at the
Hotel de Ville, and was presided
over by Mr. W. J. Titcher.

The China Mail

Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$35, payable in advance. Local delivery free.

Overland China Mail.

The weekly edition of the "China Mail," published every Friday. Annual subscription, H.K. \$15 including postage \$10, payable in advance.

Published by The Newspaper Enterprise, Ltd. Printers & Publishers. No. 3A, WYNDHAM STREET, HONG KONG.

TELEPHONES—Business Office: 20022. Editorial Department: 24641. Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—S. H. Bywaters & Co., Ltd., 7, Garrick Street, London, W.C.2.

'Phone 20022

FOR

CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

POSITION WANTED.

CHINESE AMAN desires position to look after children or cooking between the hours of 8 a.m. and 7 p.m. Can speak English.—Apply Box No. 709, c/o "China Mail."

TO LET.

457, THE PEAK, to let, fully furnished for nine months from end of February. Grass tennis court. Rent \$400. Apply Box No. 708, c/o "China Mail."

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

MISCELLANEOUS.

NEW SHIPMENT of famous Jade Rugs at reduced prices. Jade Tree Ltd., Gloucester Building. Tel. 27833.

TOY & DOLL HOSPITAL.—Broken Toys and Dolls skilfully repaired. Send them to us. We will fix and re-new at moderate terms. Apply No. 35, Ashley Road, Kowloon, 1st floor, or Vanity Fair, Hong Kong.

TUITION GIVEN.

TUITION GIVEN in Drawing, Water Colour, Painting and Sculpture. For further particulars apply to—35, Ashley Road, 1st floor, Kowloon, or Vanity Fair, Hong Kong.

REPAIR your Broken Dolls and Toys. Send them to us. We will fix and re-new at moderate terms. Apply No. 35, Ashley Road, Kowloon, 1st floor, or Vanity Fair, Hong Kong.

PRIVATE LESSONS in English, French, Music, shorthand and Typewriting. Terms moderate. 6, Almal Villas, Austin Road, Kowloon.

NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON

SATURDAY, January 9, 1932, commencing at 11 a.m., at their Sales Rooms, 4, Duddell Street,

A Quantity of MISCELLANEOUS GOODS.

Comprising:—Felt Hats, Rain Coats, Woollen Sweaters, Woollen Underwears, Socks, Handkerchiefs and Ties, Silk Bed Covers, Linen Table Cloth, Napkins, Tray Cloth, Dollies, Lady's Hand Bags, Watches, etc.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, January 7, 1932.

SPORTS NOTICES.

THE MACAO JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the First Extra Race Meeting of 1932 to be held in Macao on SUNDAY, January 17, 1932 (weather permitting) may be obtained at the Sports Club, Hong Kong Jockey Club Stables, or at the offices of Messrs. Percy Smith, Seth & Fleming, 6, Des Voeux Road Central.

ENTRIES close at 11 a.m. on SATURDAY, January 9, 1932.

GENERAL NOTICES.

ST. PATRICK'S SOCIETY OF HONG KONG.

THE ANNUAL GENERAL MEETING of St. Patrick's Society of Hong Kong will be held in the Hong Kong Hotel Roof Garden on FRIDAY, January 8, at 5.15 p.m.

G. P. MURPHY,

P. T. MAHONY,

Joint Hon. Secretaries.

Hong Kong, January 4, 1932.

NOTICE.

All Firms, Associations, Clubs, etc., who have not yet sent in the particulars of their concerns for the 1932 issue of the Hong Kong Dollar Directory are requested to forward the necessary information to the publishers without delay.

The HONG KONG DOLLAR DIRECTORY CO., China Mail Building, 3a, Wyndham Street.

GOVERNMENT NOTICES.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 11th day of January, 1932, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Ma Tau Kok, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Area	Annual Rental
1	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
2	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
3	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
4	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
5	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
6	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
7	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
8	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
9	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500
10	100 ft. by 100 ft.	10,000 sq. ft.	\$2,500

PUBLIC WORKS DEPARTMENT.

No. S. 503.—IT IS HEREBY NOTIFIED THAT SEALED TENDERS in TRIPPLICATE, which should be clearly marked "Tender for Shaukiwan Quarry Lot No. 1," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 18th day of January, 1932, for the occupation, for a period commencing from the date of notification of acceptance of tender and ending on 31st December, 1934, of the piece or parcel of ground as shown coloured red on a plan signed by the Director of Public Works and dated 22nd December, 1931, and subject to the conditions which can be ascertained at the office of the Director of Public Works.

Upset annual fee \$4,000. Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown in the event of the tenderer, whose tender is accepted, refusing to carry out the terms and conditions of his offer.

On the acceptance of a tender the deposits of unsuccessful tenderers will be returned to them. Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY, Director of Public Works. 31st December, 1931.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, January 8, 1932, commencing at 10.30 a.m., at No. 53, Hollywood Road,

A Quantity of VALUABLE HOUSEHOLD FURNITURE

(full particulars from catalogue.) On View from Thursday, January 7, 1932.

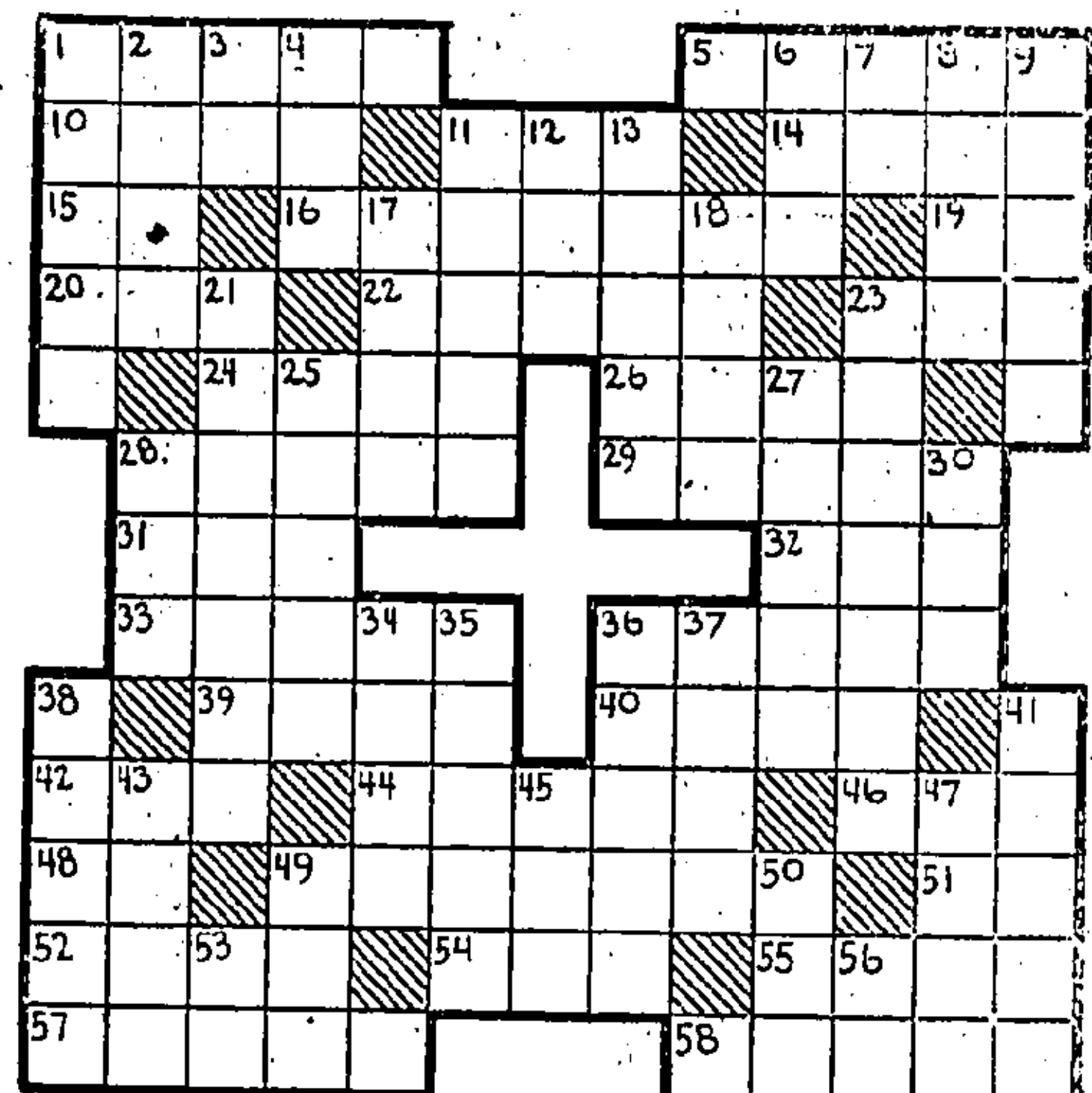
Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, January 4, 1932.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|-------------------------------------|--------------------------------------|--|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—To feel one's way, as in the dark | 42—A woodland deity | 18—A river of Italy |
| 5—A common fruit | 44—Green plants on which cattle feed | 21—A travelling company in the East |
| 10—A great river in Siberia | 46—Legal science | 23—One holding extreme views |
| 11—A silly fellow | 48—Exist | 25—Pertaining to a base |
| 14—A tiny speck | 51—Negative | 27—Pertaining to a node |
| 16—Indefinite article | 52—Got up | 28—Two (Scott.) |
| 18—State in S. E. Mexico | 54—A native of a country | 30—Retired |
| 19—Musical note | 55—In | 35—Scandinavian heroic story |
| 20—A fabulous bird | 57—Recognized | 36—A pine-tree product |
| 22—Prefix—above or over | 58—Precipitous | 37—Otherwise |
| 23—To cook, as flax | | 38—Scintillate |
| 24—To aid | | 41—To sweep down, as a bird on its prey |
| 26—A coin of India | VERTICAL | 43—Sun-god of ancient Egyptians |
| 28—To barter | 1—To shine fiercely | 45—Bustle |
| 29—Temporary states of the mind | 2—A city of Nevada | 47—Prefix—before |
| 31—Existed | 3—Upon | 49—Mixture condensed from the air on plants at night |
| 32—Prefix—through | 4—To compensate | 50—To occupy a chair |
| 33—Stop! a sailor's expression | 5—Hurried | 53—Thru |
| 34—To act in response | 6—To posture | 55—Now England (abbr.) |
| 35—Wings (Latin) | 7—In | |
| 40—Wide-mouthed earthen jar | 8—To posture | |
| | 9—Sends forth | |
| | 11—Sharp | |
| | 12—Simplification (slang) | |
| | 13—Vapor | |
| | 17—Employed | |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

DENMARK - SWEDEN AND NORWAY.

Important Conference Now Being Held.

COMMON PROBLEMS.

Copenhagen, Dec. 30.

An important conference between the Foreign Ministers of Denmark, Sweden and Norway is scheduled to take place here on January 6. The conference, it is officially declared, will deal with problems common to the three Scandinavian countries, including the currency problem and the question of a customs union. Very probably, it is unofficially stated, it will also result in the establishment of a united front in the negotiations between the three countries and other European powers.—Trans-Ocean Kuomin.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations, Jan. 7, 1932.

Next Settlement Day, Tuesday, January 26, 1932.

Banks.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
--------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
KARMALA	9,000	18th Jan.	M'selles, L'don, R'dam & A'warp.
CHITRAL	15,000	30th Jan.	Bombay, M'selles & London.
KASHMIR	9,000	13th Feb.	M'selles, L'don, R'dam & A'warp.
NALDERA	18,000	27th Feb.	Bombay, M'selles & London.
*SOUDAN	6,800	5th Mar.	M'selles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	M'selles & London.
RAJPUTANA	17,000	28th Mar.	M'selles & London.
*BURDWAN	6,500	2nd Apr.	Bombay, M'selles, London, Havre, Hamburg, Rotterdam & Antwerp.
CORFU	15,000	9th Apr.	M'selles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, M'selles & London.
RANPURA	17,000	7th May	Bombay, M'selles & London.
CHITRAL	15,000	21st May	Bombay, M'selles & London.
RANCHI	17,000	4th June	Bombay, M'selles & London.
NALDERA	18,000	18th June	Bombay, M'selles & London.
KAISAR-I-HIND	12,000	2nd July	Bombay, M'selles & London.
RAJPUTANA	17,000	16th July	Bombay, M'selles & London.
MANTUA	11,000	30th July	Bombay, M'selles & London.
RAWALPINDI	17,000	13th Aug.	Bombay, M'selles & London.
RANPURA	17,000	27th Aug.	Bombay, M'selles & London.
MALWA	11,000	10th Sept.	Bombay, M'selles & London.

* Cargo only. + Calls Casablanca. † Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*SANTHIA	8,000	8th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	22nd Jan.	
TALAMBA	8,000	6th Feb.	

* Calls at Port Swettenham.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	30th Jan.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	7,000	4th Mar.	
NANKIN	7,000	2nd Apr.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*KALYAN	9,000	10th Jan.	Shanghai, Kobe & Yokohama.
*ALIPORE	5,800	12th Jan.	
TALAMBA	8,000	15th Jan.	
KASHMIR	9,000	18th Jan.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	6,800	25th Jan.	
NALDERA	18,000	29th Jan.	
RANDA	7,000	6th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	
*BURDWAN	6,500	21st Feb.	
RAJPUTANA	17,000	25th Feb.	Shanghai, Kobe & Yokohama.
CORFU	15,000	11th Mar.	
RAWALPINDI	17,000	24th Mar.	
*ROMALI	6,800	5th Apr.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	7th Apr.	
CHITRAL	15,000	21st Apr.	
*BANGALORE	6,500	23rd Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	5th May	
NALDERA	18,000	19th May	
KAISAR-I-HIND	12,000	2nd June	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	16th June	
*SOUDAN	6,800	28th June	

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Fans & Louvre System.
Steamers on London and Australia Lines are fitted with Laundries.
Passenger's baggage not more than 5 cwt. will be received at the Com-
pany's Office up to 10 days before the day of sailing.
For further information, Passengers, Freight, Handbills, etc., apply to—
MACKINNON, MACKENZIE & CO.,
Sole Agents, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

THE SEA AS A CAREER FOR WOMEN

"TRAMPING" JOYS

OH, FOR A LIFE ON THE
OCEAN'S WAVES!

"Women should take up the sea as a career!"

That is the advice of Mrs. Molly Marshall Hole, managing owner of the ketch Sarah Colebrook. She gave it to me when I went aboard her 300-ton vessel in the river at Limehouse (writes an "Evening Standard" representative.)

This woman owner was continually at work about the deck, but she was chiefly alive to the task of the repairs who are putting right the ketch's main sheer; the little tramp was stove in amidships by a steamer while she lay off a buoy in the river two weeks ago, waiting to deliver her cargo of grain.

"I think there is an opening for women at sea," said Mrs. Marshall Hole, idly swinging a dry paint brush she had just taken from the paint locker.

The Healthy Life.

"With the training in business they get nowadays women ought to go in for owning and managing the business side of ships. Some of the big navigation schools are now willing to take us as pupils; and the only problem then is how to put in the sea time needed to get a master's certificate after the preliminary examinations are passed.

"I suggest that women, if they can't get ships' captains to take them probationally, should go in for ownership. Life at sea is as healthy for women as for men provided a woman can stand it."

On a bright metal plate in the wheel house the Sarah's heroic history is told in a very few words: Served as H.M.S. Bolham, from May 8, 1917, to Oct. 7, 1918. Cruising as a decoy ship in the Channel on June 8, 1917, she engaged and damaged an enemy submarine—20 miles S. by W. of Beachy Head. For this action the D.S.C. was awarded to her commanding officer and the D.S.M. to two of her crew.

Now, this one time mystery vessel of the Great War plies between Thames and other home ports and the Continent. She carries bricks, ties, grain; granite chips, sprats

in barrels—whatever profitable cargo she can pick up.

"I have made the sea pay so far; it is an affair of small profits and hard work," the Sarah's owner said. "Of course, a woman at sea has some prejudice to face. I don't think our Customs people, for example, like the idea of a sea-going woman mate or skipper. I am neither, but just an owner."

Pride.

She jabbed with her paint brush at the inside of the paint-locker door, not in the way of repainting it, but meditatively, as she told me:

"I should like to own a whole fleet of Sarahs. She's a grand little thing. I bought her at Rye—one of the last wooden ships ever built there."

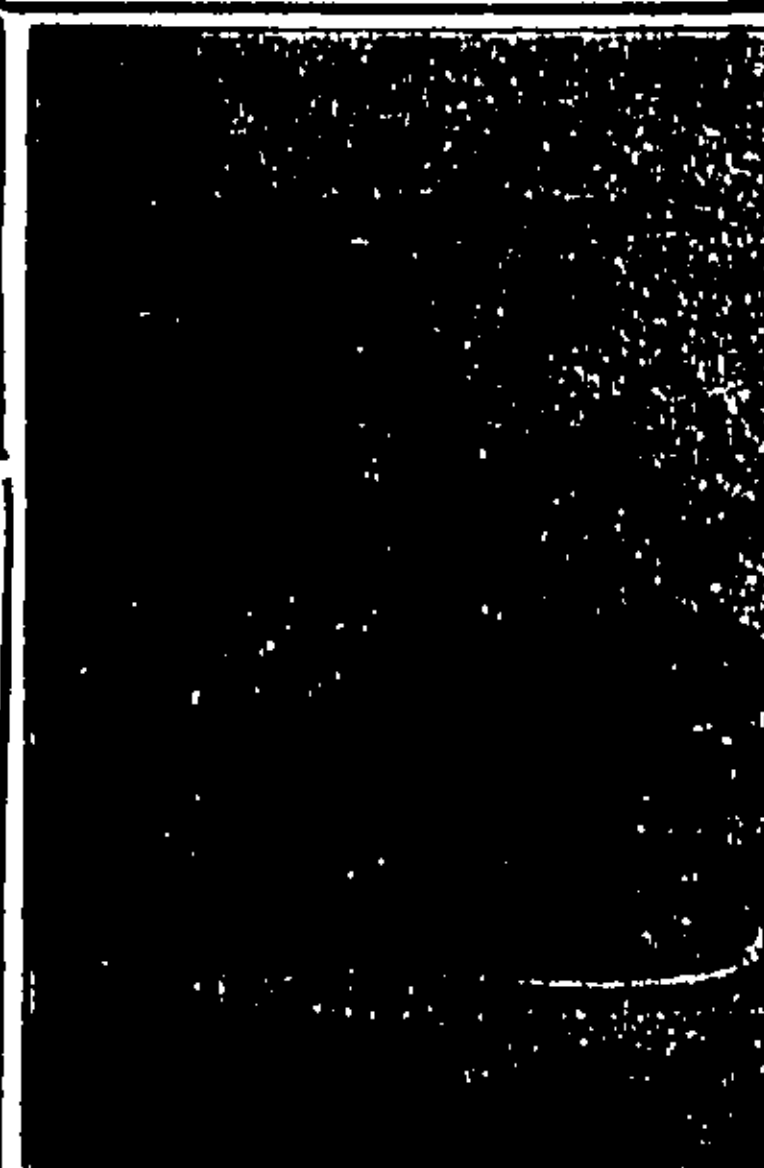
"To a woman this business is fascinating. I cannot choose where we go. It all depends on the cargo we pick up. It combines the pleasure of owning a yacht with the interest of a business career."

"I have learned so much in this life, too... how, for example, our British ships are handicapped in European ports. Do you think an English ship can ply up and down the Continent with cargo or go into foreign rivers without a pilot in the way the foreigner can come up our London river or move from port to port along our coast?"

"Try, and you'll see. Across the water, even if we don't need a pilot and don't take one aboard we have still to pay for one. But here on the British coast the foreigner is encouraged rather than otherwise to snap up our trade. It is all wrong."

In a few days the Sarah Colebrook will be ready for sea and this woman owner will doff her long smock for an outfit of oilskins.

Mrs. Marshall Hole is the wife of a British colonel with a distinguished record in Africa. He was for a time private secretary to Dr. Jameson, of Reid fame, and has Rhodes.



CLAREMONT PRIVATE HOTEL

Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels.: 57389 & 57385 (Private).
Telegraphic Add.: "Fern" H.K.
Our motto is "SERVICE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship, "BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 27th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 12th instant at 10 a.m. by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,
GIBB, LIVINGSTON & CO., LTD.
Agents.

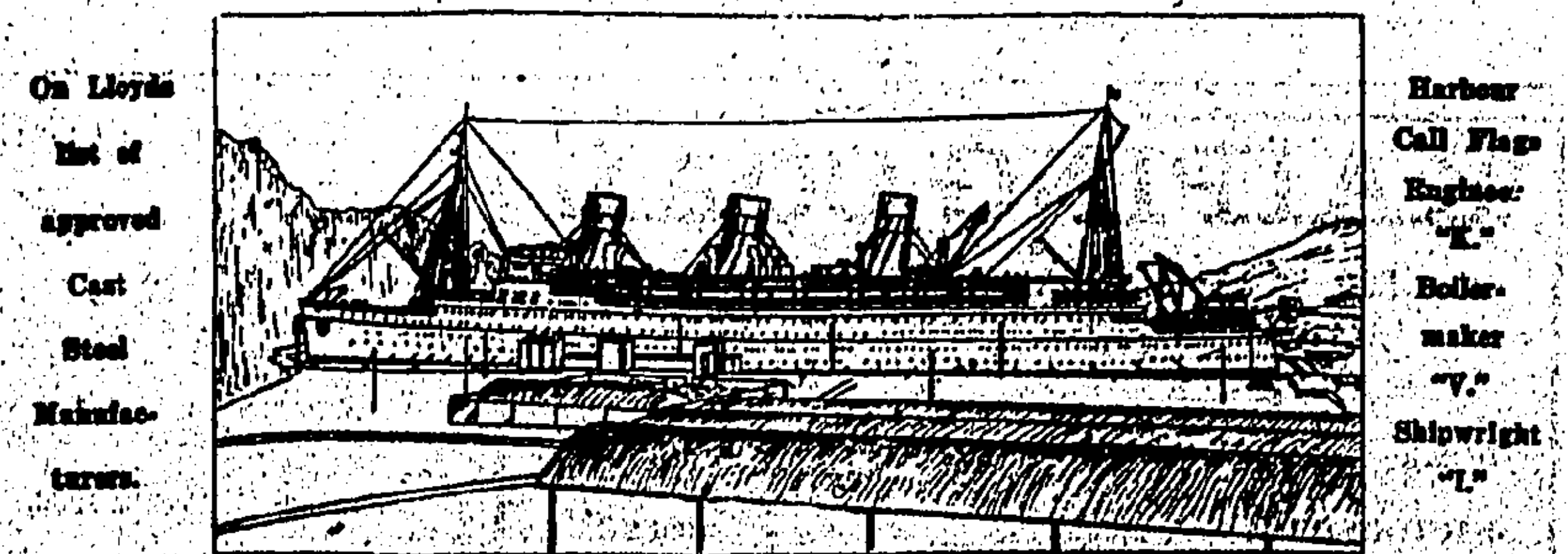
Hong Kong, 6th January, 1932.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD. HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG HONG KONG OFFICE 23029, KOWLOON DOCK 54653.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPERESS OF JAPAN"

In No. 1 Dock. Dimensions: 344' O.A. x 37' x 45' 6" Mid. 24,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 65' x 30' over all H.W. O.S.T.

Salvage Tug "Henry Rawick" 1,000 I.H.P. Whitehall Coll. Signal V.P.R. and Flag

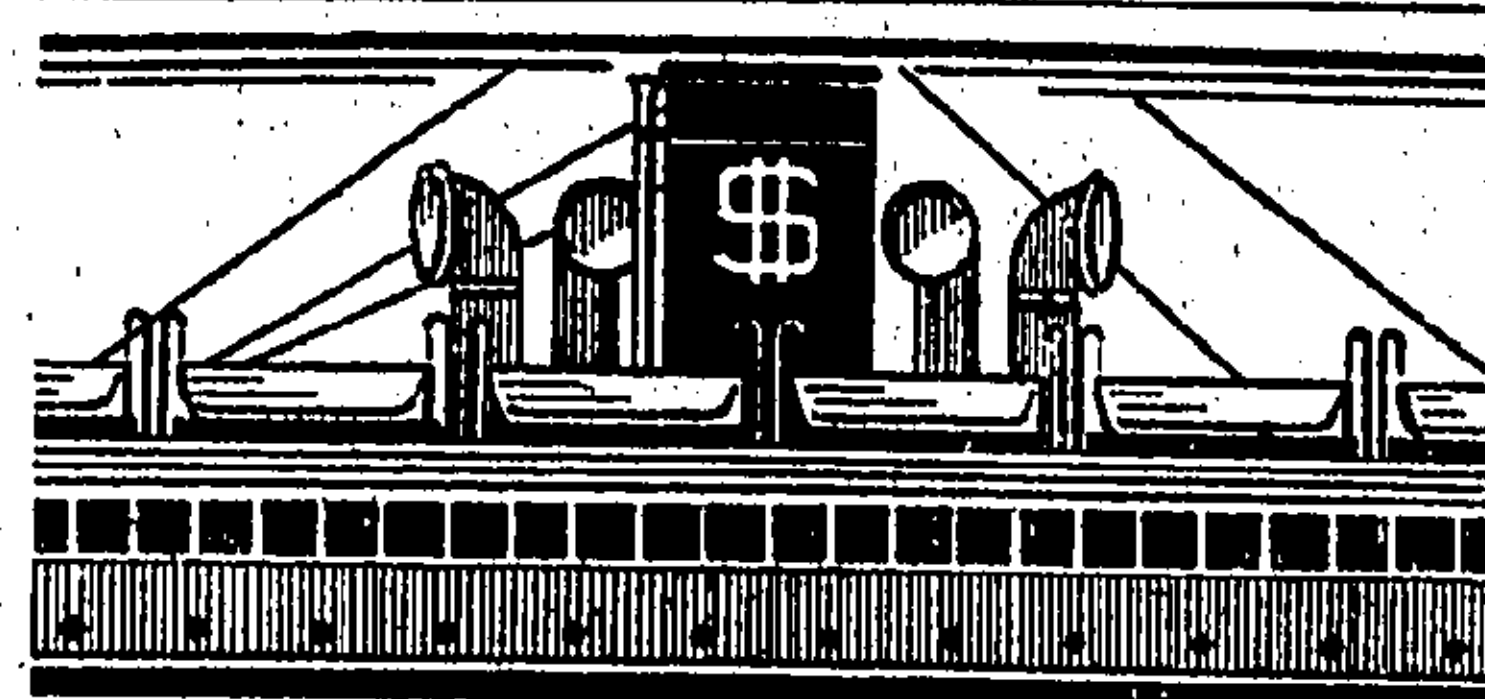
Call Signal T.H.Q.R. Shipwrecks capable of lifting 50 tons.

Codes Used: A.I., A.B.C. Fifth Edition Engineering, First and Second Edition.

Western Union, Bentley and Watkins.

Kindly send enquiries to the CHINA MAIL, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100.

R.M. DYER & SONS, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101.



REDUCED ROUND TRIP
RATES
To CANADA and UNITED
STATES

ALL YEAR ROUND TRIP TICKETS — Hong Kong to Victoria (CANADA).

Vancouver (CANADA),
Seattle (U.S.A.),
San Francisco,
Los Angeles.

and return — First Class G\$656.25.
Time Limit. — One Year.

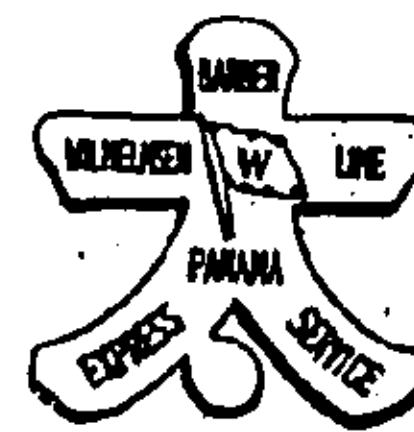
SUMMER ROUND TRIP TICKETS — Hong Kong to Victoria (CANADA).

Vancouver (CANADA),
Seattle (U.S.A.),
San Francisco,
Los Angeles.

and return — First Class G\$665.00.
Special Class G\$297.00

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" and "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York. We shall be glad to furnish further information on request.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Telephone 28011. Agents.

BRITISH WUCHOW LINE SAILING DATES FOR JAN. 1932 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leave Hong Kong	Arrive Wuchow	Leave Wuchow	Arrive Hong Kong
TAI HING	THURS. 7th	SAT. 9th	SUN. 10th	MON. 11th
TAI MING	MON. 11th	WED. 13th	THURS. 14th	FRI. 15th
TAI HING	WED. 15th	FRI. 16th	SAT. 17th	SUN. 18th
TAI MING	SAT. 16th	MON. 18th	TUES. 19th	WED. 20th
TAI HING	TUES. 19th	THURS. 21st	FRI. 22nd	SAT. 23rd
TAI MING	THURS. 21st	SAT. 23rd	SUN. 24th	MON. 25th
TAI HING	MON. 25th	WED. 27th	THURS. 28th	FRI. 29th
TAI MING	WED. 27th	SAT. 29th	SUN. 30th	MON. 31st
TAI HING	SAT. 30th	MON. 1st	TUES. 2nd	WED. 3rd

THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.

NOW ON VIEW AT
7, CHATER ROAD (KING'S BLDG.),
HONG KONG
TEL. 21450.
ARCADE
PENINSULA HOTEL,
KOWLOON.
TEL. 58081.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, JANUARY 7, 1932.

DENTALINE

(Concentrated Antiseptic)
Is more than a mouth-wash. — It actually

KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.

THE PHARMACY

Asiatic Building Tel. 20345 Queen's Road

CENTRAL THEATRE

SHOWING TODAY

at 2.30, 5.10, 7.15 & 9.20 p.m.

THE PICTURE THAT ROCKED A
NATION WITH LAUGHTER.



She had the world
by the tail—and
oh, how she twisted!

Mother's Millions

The Strangest Story and Greatest Acting
the screen has ever known!

NEW — UNUSUAL — DIFFERENT — MYSTERY
DRAMA — COMEDY — ROMANCE — THRILLS!

A human story of a woman against the world — beating
her enemies at their game — fighting her children for their
own happiness — hiding a heart of gold behind a mask of
flinty hardness!

with

MAY ROBSON, FRANCIS DADE, JAMES HALL, LAWRENCE
GRAY, EDMUND BREESE. DIRECTED BY JAMES FLOOD
FROM THE PLAY BY HOWARD MCKENT BARNES.

A UNIVERSAL PICTURE.

NEXT CHANGE

**MADONNA
GODDESS
TEMPRESS**

She posed for
a hundred
masterpieces
of art.
But no paint-
er's brush, no
sculptor's clay
ever captured
the love trag-
edy of her
heart!

**Constance
BENNETT**
The COMMON
LAW

JOEL McCREA

Don't miss
CONSTANCE BENNETT
in the sensational new
COMMON LAW

The British Cabinet.

A full meeting is to be held next
week. Its committee is now busy
with problems concerning the Re-
parations Conference.

Manchuria Inquiry Commission.

Lord Lytton has accepted the ap-
pointment of British representa-
tive, and to-morrow the full person-
nel of the Commission may be ex-
pected to be published.

British Air Craft Superiority.

Another indication of the superi-
ority of British air craft is
given in the supply of British ma-
chines to the Brazilian Army Air
Service, and to the Governments of
Portugal, Sweden, China, Iraq and
Egypt.

War on the £?

London has been debating a state-
ment current that French banks are
about to launch an attack on the £
by withdrawing their balances. It
is, however, believed there is no
likelihood of such action.

Channel Gale.

A severe gale is raging in the
English Channel and over the
South Coast of England. Shipping
has been severely buffeted, and
many mishaps reported. A motor
barge was sunk in the Thames
Estuary, fortunately without loss
of life. But on the Medway,
through the capsizing of a boat, a
sailor has been drowned.

Fearful Weapons.

A "Black Jack" and other fear-
ful-looking weapons were exhibited
in the Kowloon Court this morning
in connection with a case in which
a Chinese was charged with posses-
sion without a licence.

NEWS TABLOIDS AND OVERNIGHT CABLES SUMMARISED.

U.S. and Far East.

Mr. Stimson is expected to make
an important statement in regard
to U.S. policy in the Far East.

India.

All Congress, and allied organisa-
tions, in Madras City have been
dissolved; and meetings in a num-
ber of towns have been prohibited.
The Salt laws in Karachi have
been broken by a small body of vo-
lunteers.

The sale of foreign piecegoods
has seriously declined in Karachi,
and dealers in foreign cloth are
greatly alarmed over Congress's
policy of boycott.

Madrid Alarmed.

In various parts of Spain the
Civil Guards and strikers have been
in conflict. These conflicts, and
the reported aggressive action of
the Guards, have given rise to
rumours that the leader of the
Civil Guard, General San
Javier, is about to establish himself
as a Dictator.

Australia.

The new Cabinet has decided that
the first business of the new
Federal Parliament, which meets
next month, is to be devoted to the
tariffs question.

French War Minister Dead.

Reuter cables the news of the
death of M. Maginot, the French
Minister for War, and champion of
French ex-Service men.

Immediate Meeting of Parliament?

Left Wing Labourites have peti-
tioned the Speaker to summon
Parliament immediately to con-
sider far-reaching problems. Such
as, for instance:—(1) plight of
industry, which is going from bad
to worse; (2) arrest of Gandhi, etc.

Early Morning Tragedy.

A sampan capsized in the har-
bour early this morning. Two
men were rescued, but a third was
drowned.

Bus Conductor Commended.

Yip Ki, a bus conductor of the
Hong Kong Hotel Bus Co., was,
this morning, commended in the
Police Court for the smart arrest,
last night, of a bag-snatcher.

The bag-snatcher, who was sen-
tenced to six months' hard labour
and twenty strokes of the birch,
said he attempted to steal because
he was hungry and had no money.

Brutal Murder.

A watchman, on a stone quarry
off the Tai Po Road, was strangled
to death last night. His corpse
was discovered this morning.
Police are investigating.

Armed Robberies.

Two armed robberies were com-
mitted in the New Territories last
night. Villagers were robbed of
money, clothing, and valuables.

Fatal Tramcar Accident.

The Chinese woman, who was
knocked down by a tramcar, yes-
terday, in Connaught Road, later
succumbed to injuries.

Mr. Winston Churchill.

Now on a tour in the West Indies
is quickly recovering from his re-
cent accident.

RECONSTRUCTION OF CHINA.

Foreign Capital and
Experts to Be Used.

100,000 MILES OF RAILWAY.

Nanking, Dec. 31.
It is understood that the
National Government will shortly
appoint a Commission of Ex-
perts to draw up detailed plans
for the carrying out of the resolu-
tion adopted by the 1st Plenary
Session of the 4th C.E.C.
calling for the utilisation of fore-
ign capital and foreign experts
in the economic reconstruction
of China. The proposed Com-
mission, it is further understood,
will be composed of experts in
industry, agriculture, railways
and water conservancy.

It is also learned that the new
Minister of Railways will submit
a comprehensive programme for
the construction of a network of
new railways in China. This
programme has been formulated
in accordance with the "Plan for
the Industrialisation of China"
of the late Party Leader, Dr.
Sun Yat-sen. The plan, it will
be noted, calls for the construc-
tion of 100,000 miles of railway
as the principal means of de-
veloping the country's economic
well-being. — Trans-Ocean Kuo
Min.

CHINA'S NATIONAL GOVERNMENT.

THE NEW APPOINTMENTS.

Nanking, Dec. 31.
Separate mandates have been
issued confirming the following
new appointments:

Eugene Chen, Minister of For-
eign Affairs.
Li Wen-fan, Minister of
Interior.

General Ho Ying-chin, Minis-
ter of War.
Admiral Chen Shao-kuan,
Minister of the Navy.

Huang Han-liang, Officiating
Minister of Finance.
Chu Chia-hua, Minister of
Education.

General Chen Ming-shu, con-
currently Minister of Com-
munications.
Yeh Kung-cho, Minister of
Railways.

Chen Kung-po, Minister of
Industry.
Lo Wen-kan, Minister of
Judicial Administration.

Shih Ching-yang, Chairman of
the Mongolian and Tibetan
Affairs Committee.

Dr. J. Heng Liu, Chairman of
the National Opium
Suppression Committee.

General Chu Pei-to, Chief of
Staff of the National Army.
General Li Chi-sen, Inspector-
General of Military Train-
ing.

General Tang Sheng-chih, Presi-
dent of the Military Ad-
visory Council. — Trans-
Ocean Kuo Min.

"THE ENCYCLOPEDIA SOVIETICA."

Last Volume Now

Complete.

LENIN'S IDEA.

Moscow, Dec. 30.
The last day in the year will
also mark the completion of the
"Encyclopedia Sovietica" whose
tenth and last volume, a profuse-
ly illustrated tome, will be put
on sale to-morrow. The occasion
will be celebrated by a huge ban-
quet, to be attended by the
majority of the 1,600 expert con-
tributors who have laboured for
eight years in collecting and
cataloguing the material which
deals with all aspects of Soviet
life, historical, financial, social
and political. The idea of
the work was conceived by Lenin
to whose memory the encyclo-
pedia is dedicated. — Trans-Ocean
Kuomin.

FATAL TRAMCAR ACCIDENT.

A Chinese woman was knocked
down by a tramcar in Connaught
Road West yesterday, and was taken
to the Government Civil Hospital
in a serious condition. In spite of
medical skill, the woman, Leung To,
(47), of 141 Connaught Road West,
died.

AMUSEMENTS

AT THE **QUEEN'S** SHOWING TO - DAY
At 2.30, 5.10, 7.15 & 9.20.

ENGLAND'S GREATEST LIVING ACTOR MAKES
HIS SCREEN DEBUT IN AN ALL-BRITISH
MASTERPIECE!



Sur John Martin Harvey
THE LYONS MAIL
FAMOUS MELODRAMA AS A TALKIE

NORAH BARING — BEN WEBSTER

NEXT ATTRACTION

She thought she
was free from
him and his
love!

But she found she
couldn't live without
them!
Beautiful Joan's
most dramatic role,
from the stage hit,
"Torch Song."



JOAN
CRAWFORD
Based on the play,
"Torch Song,"
by Kenyon Nicholson.
**Laughing
Sinner**

SPECIAL ADDED ATTRACTION

"BIG" BILL TILDEN

DEMONSTRATES

FOREHAND, BACKHAND & SERVICE

AT THE **STAR** TO-DAY TO SATURDAY
At 2.30, 5.20, 7.30 & 9.20.

**GOOD
NEWS**

THE NEW
PANTALIN
TALKIES

JOAN
CRAWFORD
in
"Laughing
Sinner"

MEN, WOMEN & CHILDREN
protect themselves
against **DIPHTHERIA**
Sore Throat & Influenza
By taking

Pantflavin
TABLETS



Prepared and produced by the Pantflavin Co., Ltd., 10, Abchurch Lane, London, E.C. 4.